



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

Members:

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

**1:30 p.m., Wednesday, April 25, 2007
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF**
(1:35 -1:45 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)
 - A. Minutes of the TAC Meeting March 28, 2007**
Recommendation:
Approve minutes of March 28, 2007.
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 - B. Fiscal Year (FY) 2007-08 Bay Area Air Quality Management
District (BAAQMD) Transportation for Clean Air (TFCA)
Program
Manager Funds**
Recommendation:
*Forward a recommendation to the STA Board to approve a
resolution for FY 2007-08 BAAQMD 40% TFCA Program
Manager funding:*
 1. \$10,000 for City of Benicia's Diesel Retrofit Devices;
 2. \$100,000 for City of Fairfield's Residential Compressed
Natural Gas (CNG) Vehicle Incentive Program;

Daryl Halls, Chair

Johanna Masiclat

Robert Guerrero

TAC MEMBERS

Dan Schiada	Royce Cunningham	Gene Cortright	Brent Salmi	Lee Evans (Interim)	Dale Pfeiffer	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

3. \$13,120 for Fairfield Suisun Transit's Bicycle Access Improvements (bus bicycle racks purchase); and
4. \$209,494 for SNCI's Rideshare Incentives and Outreach Program.

Robert Guerrero

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

Elizabeth Richards

Recommendation:

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

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

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to:

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

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VI. ACTION ITEMS

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

Robert Macaulay

Recommendation:

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

1. *Issue the attached Scope of Work and Request for Qualifications for consultants to conduct the SR 12 corridor studies;*
2. *Select and enter into a contract with a qualified respondent for an amount not to exceed \$350,000;*
3. *Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and*
4. *Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000.*

(1:50 – 1:55 p.m.)

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- B. Countywide Transit Finance Assessment Study** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. The Transit Finance Assessment Study; and*
 - 2. Authorize the Executive Director to develop policies pertaining to overhead and administration costs to be funded through the Intercity Transit Funding Agreement.*
- (2:05 – 2:15 p.m.)
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- C. Countywide Transit Ridership Survey** Elizabeth Richards
Recommendation:
Recommend to the STA Board to approve the Solano County Transit Ridership Study.
- (2:15 – 2:25 p.m.)
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- D. Intercity Transit Funding Agreement Proposal** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to:
- 1. Authorize the Executive Director to execute an Intercity Transit Funding Agreement based on the core concepts outlined in Attachment 1.*
 - 2. Authorize the filing of TDA claims based on the agreed upon amounts for the intercity routes, as follows: Benicia - \$356,822, Rio Vista - \$16,031, Vacaville - \$582,821, Vallejo - \$1,404,991, and County of Solano - \$130,000.*
- (1:55 – 2:05 p.m.)
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- E. Legislative Update** Jayne Bauer
Recommendation:
Forward the following recommendation to the STA Board:
- 1. Support SB 286; and*
 - 2. Request the County of Solano and the seven cities in the county to send letters to the authors in support of the bill.*
- (2:22 – 2:30 p.m.)
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VII. INFORMATION ITEMS

- A. Solano Transit Consolidation Study Status Update** Elizabeth Richards
Informational David McCrossan
(2:30 – 2:40 p.m.)
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- B. Regional Transportation Plan Update and Bay Area FOCUS Project** Robert Macaulay
Informational
(2:45 – 2:50 p.m.)
Pg. 103
- C. Highway Projects Status Report:** Janet Adams
 1. **I-80/I-680/SR 12 Interchange**
 2. **North Connector**
 3. **I-80 HOV: Red Top Road to Air Base Parkway**
 4. **I-80 HOV/Turner Overcrossing**
 5. **Jepson Parkway**
 6. **State Route 12 (Jameson Canyon)**
 7. **State Route 12 East**
 8. **I-80 SHOPP Rehabilitation Projects**Informational
(2:50 – 2:55 p.m.)
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- D. Project Delivery Update** Sam Shelton
Informational
(2:55 – 3:00 p.m.)
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- NO DISCUSSION**
- E. Solano Napa Model Status** Robert Macaulay
Informational
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- F. State Route 12 Plan Update** Robert Macaulay
Informational
Pg. 119
- G. Employer Commute Challenge and 2007 Bike to Work Week** Judy Leaks
Informational
Pg. 121
- H. Safe Routes to School (SR2S)** Sam Shelton
Informational
Pg. 123
- I. Funding Opportunities Summary** Robert Guerrero
Informational
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J. STA Board Meeting Highlights – April 11, 2007
Informational
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Johanna Masiclat

**K. Updated STA Board and Advisory Committee Meeting
Schedule for 2007**
Informational
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Johanna Masiclat

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 30, 2007.**

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

I. CALL TO ORDER

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

Present:

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

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

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

II. APPROVAL OF THE AGENDA

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

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

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

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

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

V. CONSENT CALENDAR

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

Recommendations:

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

Recommendation:

Approve minutes of February 28, 2007.

VI. ACTION ITEMS

- A. Recommend to Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project**
Janet Adams indicated that Mark Thomas/Nolte Joint Venture designed the project. And both Caltrans and PB Americas have reviewed the contract plans specifications. All comments from Caltrans and PB Americas have been incorporated into the final plans and specifications.

Recommendation:

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

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

B. Legislative Update – March 2007

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

Recommendation:

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

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

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

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

Recommendation:

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

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

VII. INFORMATION ITEMS

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

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

B. Corridor Studies Involving Solano and Yolo Counties:

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

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

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

NO DISCUSSION

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

VIII. ADJOURNMENT

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



DATE: April 16, 2007
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

Background:

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

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is for TFCA Program Manager projects. Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$315,000 in annual TFCA funding.

The STA Board approved the FY 2007-08 Solano TFCA Program Manager Guidelines and authorized a call for projects at their March 14, 2007 meeting. On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that outlines funding amounts from STA discretionary funds for Transportation for Livable Communities (TLC), bicycle, pedestrian, and other alternative modes type projects. As part of the Strategy, the anticipated average annual Solano TFCA Program Manager fund of \$320,000 was apportioned by allocating \$195,000 for the Solano Napa Commuter Information's (SNCI) Ridesharing Activities.

Attached is the current Alternative Modes Fund Strategy (Attachment A); however, this Alternative Modes Fund Strategy is currently being revised due to a modified fund estimate for the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program (approximately \$500,000 less than anticipated originally). The Alternative Modes Fund Strategy will be subject for further evaluation at the next Technical Advisory Committee (TAC), but is pertinent to the last paragraph of this Staff Report's Discussion section.

Discussion:

A total of \$332,614 is available for Solano TFCA Program Manager funds for FY 2007-08. This is almost \$15,000 higher than what Solano County receives on an average annual basis. The increase amount is due primarily to increased vehicle registrations fees collected and accrued TFCA interest in 2006.

In addition to the STA's SNCI Rideshare Incentives and Outreach Program, the STA received a total of \$358,120 in TFCA funding requests from the cities of Fairfield and Benicia for clean air projects. Attachment B provides a brief summary of each project request, local match provided, total project cost. The STA's SNCI ridesharing incentives program continues to be an important project for marketing alternative modes of transportation for commuters in Solano County. Currently, SNCI offers a vanpool formation incentive, vanpool back-up driver incentive, a bicycle incentive and an emergency ride home program. Recently, SMO initiated a new Solano Employer Challenge that is expected to jump start the incentive program. Consistent with the approved Alternative Mode Strategy, STA staff is recommending \$195,000 for SNCI's Rideshare Incentives and Outreach Program.

The City of Benicia requested a total of \$50,000 for three projects. The first project request was for \$10,000 with a local match of \$240,683 to purchase diesel engine retrofit devices for 12 Benicia Breeze buses. These engine retrofit devices are currently one of the most efficient particulate traps for diesel engines and allow the Benicia buses to have vehicle emissions that exceeds the California Air Resources Board's standard for diesel engines. These types of projects in particular are encouraged by the BAAQMD, and therefore, STA staff is recommending that the City of Benicia's request for \$10,000 to purchase diesel engine retrofit devices be fully funded.

The City of Benicia also requested \$25,000 for Regional Bus Service between Pleasant Hill BART and the Vallejo Ferry Terminal, and \$15,000 for shuttle service between the future Solano Community College satellite campus extension in Vallejo and the Amtrak station in Martinez. A local match of \$1,204,518 is proposed to be provided for the two projects. Both projects are technically eligible as feeder services. However, there is an existing route operating between Vallejo and Pleasant Hill BART Station – Benicia's Rt. 75. This route is planned to be transitioned to Vallejo Transit operation in FY 2007-08 and to be fully funded through the FY 2007-08 Intercity Transit Funding agreement. Concerning the second proposal, Benicia currently operates a transit shuttle from downtown Benicia to the Martinez Amtrak station and this proposal appears to be an extension of that route. The STA is currently developing a transit consolidation study which strategically looks at the long term transit operator functions and Solano County's intercity bus routes. It is STA staff's concern that funding either of these proposals for additional shuttle and bus service between Vallejo, Benicia and Contra Costa County may be premature. It is therefore recommended that these two routes not be funded with TFCA funds at this time.

The City of Fairfield requested a total of \$113,120 for two clean air projects. The first funding request is for \$100,000 with a local match of \$5,000 to create a Residential Compressed Natural Gas (CNG) Vehicle Incentive Program for residents from both the City of Fairfield and the City of Suisun City. This program is designed similarly to the City of Vacaville's successful CNG program. The proposed project will provide financial incentives to subsidize \$4,000 in consumer costs for purchasing up to 25 CNG

vehicles. Based on BAAQMD staff's initial consultation and the program's air emission benefits, STA staff is recommending that the City of Fairfield's request for \$100,000 to create a Residential Compressed Natural Gas (CNG) Vehicle Incentive Program be fully funded.

The City of Fairfield's second request for TFCA funding is for \$13,120 with a local match of \$3,280 to purchase and install 13 bicycle racks on Fairfield Suisun Transit (FST) local fixed route buses. The goal for this project is to integrate bicycle travel into the local transit system by allowing passengers to safely transport their bicycles on FST buses. The City of Fairfield cited four STA Countywide Bicycle Plan objectives that this project meets including: "Maximize multi-modal connections to the [Solano County] bikeway system." The City indicated that if funded, they would meet this objective by allowing bicyclists direct access to major multi-modal transportation facilities such as the Fairfield Suisun Transportation Center and the Suisun City Amtrak Station through the local transit service. STA staff therefore recommends that the City of Fairfield's request for \$13,120 be fully funded.

A remaining balance of \$14,494 in FY 2007-08 TFCA Program Manager funds is available after STA staff's recommendations are considered. The BAAQMD's most recent policy change for the TFCA program includes a provision that any remaining Program Manager Fund balance will be spent through the Regional TFCA Program if the funds aren't spent at the county level. Given SNCI's ridesharing incentives eligibility for both ECMAQ and TFCA funds, STA staff is recommending that the remaining balance of \$14,494 in TFCA funds be programmed to SNCI with the intention to free up \$14,494 in ECMAQ funding for other eligible projects including alternative fuel programs. This process is essentially a swap in funding sources and would be timely due to an estimated shortfall in ECMAQ funding. The additional \$14,494 in TFCA will be used to augment the Solano Employer Challenge. Therefore, STA staff's total recommendation for SNCI's Rideshare Incentives and Outreach Program \$209,494 at this time.

Fiscal Impact:

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

Recommendation:

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

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

Attachments:

- A. Alternative Modes Fund Strategy
- B. FY 2007-08 TFCA Project Application Summary

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Alternative Modes Funding Strategy 2006-07 to 2008-09

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

Geographical Summary of the Alternative Modes Strategy

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

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

***ECMAQ Assumptions**

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

07-08 TFCA Project Application Submittals

Applicant	Project Title	Project Description	Requested TFCA Funds	Local Match	Local Match Source	Recommendation
City of Benicia	Purchase Diesel Particulate Devices for Benicia Breeze Buses	Purchase new level 3 diesel particulate devices for 12 Benicia Breeze buses.	\$ 10,000.00	\$ 240,683.00	TDA & Farebox	\$10,000
City of Benicia	Regional Bus Service	Bus Service from Pleasant Hill BART to Vallejo Ferry Terminal. The bus route will serve the cities of Pleasant Hill, Concord, Benicia & Vallejo. The target population for the route are commuters, students, low-income and the occasional rider. Funding for the project will be provided for bus service between July 1, 2007 and June 30, 2008.	\$ 25,000.00	\$ 1,149,518.00	TDA & Farebox	
City of Benicia	Shuttle Service	Shuttle service from Vallejo Solano Community College satellite campus facility to Vallejo Martinez Amtrak Station. Route will serve Vallejo, Benicia & Martinez. The target population for the route are bicyclists, students and commuters. Funding provided by TFCA funds will be used for shuttle services between July 2007 to July 2008.	\$ 15,000.00	\$ 55,000.00	TDA & Farebox	
City of Fairfield	Residential Compressed Natural Gas (CNG) Vehicle Incentive Program	Fairfield CNG incentive program will provide a monetary incentive for residents of Fairfield and Suisun City to purchase a CNG clean air vehicles. Incentives to purchase up to 25 vehicles will be created as part of this program. A local match of \$5,000 will be provided. The requested funding is anticipated to provide 18 months of program funding or up until the program funds are depleted. The grant funding is intended for the Honda Civic GX which is certified as a Super Ultra Low Emission Vehicle (SULEV) and is certified as a California Advanced Technology Partial-Zero Emission Vehicle (AT-PZEV).	\$ 100,000.00	\$ 5,000.00	In-kind	\$100,000
City of Fairfield	Fairfield/Suisun Transit Bicycle Access Improvements	Purchasing and installing 13 bicycle racks and develop policies and procedures that allow passengers to transport their bicycles safely and efficiently on the local fixed route transit system.	\$ 13,120.00	\$ 3,280.00	TDA	\$13,120
Solano Napa Commuter Information	SNCI Rideshare Incentives and Outreach Program.	SNCI currently offers a vanpool formation incentive, vanpool back-up driver incentive, a bicycle incentive and an emergency ride home program. New incentives may be implemented upon an evaluation of the current incentives in 2007-08.	\$209,494	\$200,506	ECMAQ	\$ 209,494.00
			\$ 372,614.00 Requested			\$332,614

\$ 332,614 Available

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DATE: April 19, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2007-08 Transportation Development Act (TDA)
Distribution for Solano County

Background:

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

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

Discussion:

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

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

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding group which is developing a cost-sharing agreement for intercity routes. An initial agreement is a separate item on the TAC and Consortium agendas. Five jurisdictions have agreed to contributing TDA to intercity routes per the STA modified proposal as shown on Attachment B; these are the County of Solano, Benicia, Rio Vista, Vacaville and Vallejo. With this concurrence, they will be able to process their TDA claims. The

remaining jurisdictions will be able to move forward once an agreement is reached concerning their contribution to intercity routes. Therefore, the TDA matrix includes only the intercity route contributions of the five jurisdictions.

Solano Paratransit is managed by the STA, operated by Fairfield/Suisun Transit and funded by five local jurisdictions. The annual funding contributions are to be consistent with the approved methodology outlined in the multi-year agreement. The total projected cost of operating Solano Paratransit has decreased over FY2006-07.

Several local jurisdictions are preparing their TDA estimates for FY2007-08. The TDA matrix will be updated and brought forward when jurisdictions are prepared to submit their TDA. This draft of the TDA matrix is being presented for a recommendation of approval to the STA Board in May.

Recommendations:

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

Attachment:

- A. Draft 1 of TDA Article 4/8 Matrix for FY 2007-08 (to be provided under separate cover)



DATE: April 15, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Comments and Responses for Fiscal Year
(FY) 2007-08

Background:

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

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

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

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

Discussion:

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

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

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:

Forward a recommendation to the STA Board to:

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

Attachments:

- A. MTC Jan, 3 2007 letter re: FY 2007-08 Unmet Transit Needs
- B. FY 2007-08 Unmet Transit Needs Issues and Responses (to be provided under separate cover).



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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 San Francisco Mayor's Appointee

John McLenore, Vice Chair
 Cities of Santa Clara County

Tom Amuniano
 City and County of San Francisco

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Anne W. Halsied
 San Francisco Bay Conservation
 and Development Commission

Steve Kinsey
 Marin County and Cities

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 Cities of San Mateo County

Bijan Saripati
 State Business, Transportation
 and Housing Agency

James P. Spring
 Solano County and Cities

Adrienne J. Tessier
 San Mateo County

Pamela Terriatt
 Association of Bay Area Governments

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 Santa Clara County

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 Cities of Alameda County

Steve Heminger
 Executive Director

Ann Flemer
 Deputy Executive Director, Operations

Andrew Fremier
 Deputy Executive Director,
 Bay Area Toll Authority

Therese W. 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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DATE: April 17, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Major Investment Study (MIS)

Background:

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

The SR 12 Steering Committee is following a four-prong approach to improving traveler safety on SR 12: Enforcement, Legislation, Education and Engineering. The updated SR 12 MIS and safety plan will identify the factors and locations responsible in fatality and injury accidents on SR 12, identify improvements that would reduce the number and severity of these accidents, identify potential environmental impacts and mitigations for the improvements, and estimate the cost of construction of the improvements. The updated SR 12 MIS will also examine current projections for traffic and congestion on SR 12, and identify demand and capacity measures to reduce congestion. Finally, the report will provide a ranked list of improvements, with the reduction of fatal accidents being the primary consideration.

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

Discussion:

SR 12 MIS

The SR 12 MIS is the oldest highway study document that STA has produced, having been completed in 2001. Such plans should normally be updated every 5 to 10 years, depending upon how rapidly conditions affecting the corridor are changing. Significant urban development has occurred in the Fairfield/Suisun City area, Rio Vista, Stockton, eastern Contra Costa County, Sacramento and other contributing areas since the data collection and analysis was completed for the 2001 SR 12 MIS. In addition, safety issues have continued to be a concern, and none of the MIS reports or corridor studies conducted by STA have a safety element. An update of the SR 12 MIS and the additional of a safety element will address both of these situations.

The traditional route to conduct a MIS is to solicit request for proposals from a number of qualified consultants. However, this approach may take several months before a consultant is selected. Since this project involves an update to an existing document rather than a new study, and because of the timeliness of addressing existing safety concerns is clearly urgent, STA staff feels a faster approach is warranted.

The Metropolitan Transportation Commission (MTC) has selected four (4) consulting firms to conduct new or updated freeway corridor studies in the Bay Area. MTC is also concerned about safety and capacity on SR 12. STA has approached MTC about an arrangement whereby MTC partners in funding the SR 12 MIS and safety plan work with STA selecting and using one of MTC's corridor study consultants. This approach will help expedite the selection of a qualified consultant and the initiation of the SR 12 MIS update.

Attachment A is the proposed scope of work for the SR 12 MIS Update and Safety Plan. The scope calls for the four (4) MTC corridor study consultants to submit a statement of qualifications and a proposal to conduct the SR 12 MIS. STA would convene an evaluation panel, select the most qualified respondent, and enter into negotiations for a consultant agreement. The proposal envisions having a consultant on board by July of 2007.

Traffic Counts

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

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

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

Fiscal Impact:

Based upon recent similar studies, STA staff estimates that the SR 12 MIS Update and Safety Plan will cost between \$300,000 and \$350,000 to complete. STA will have sufficient State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) funds available as of July 1, 2007, to fund the work. However, STA is seeking a partnership with MTC to conduct the study. It will be requested to have

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

Recommendation:

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

1. Issue the attached Scope of Work and Request for Qualifications for consultants to conduct the SR 12 corridor studies;
2. Select and enter into a contract with a qualified respondent for an amount not to exceed \$350,000;
3. Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and
4. Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000.

Attachments:

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

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Date: May _____, 2007

To: Transportation Planning and Engineering Consultants

Re: Notice Inviting Participants for the State Route 12 Major Investment Study Update and Safety Plan

The Solano Transportation Authority (STA) is issuing this Request for Qualifications (RFQ) for firms to complete an update to the State Route 12 Major Investment Study and Safety Plan. The tasks and timelines are identified in the attached Scope of Work.

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

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

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

Sincerely

Daryl K. Halls
Executive Director

Enclosure: Scope of Work for State Route 12 Major Investment Study Update and Safety Plan

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**Request for Qualifications
and
Scope of Work
(RFQ# 2007-27X)**

For

Transportation Planning and Engineering Consulting Services

For the

State Route 12 Major Investment Study Update and Safety Plan

By the



In coordination with

**Metropolitan Transportation Commission
and
Caltrans District 4**

RESPONSES DUE:

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

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**Request for Qualifications
and
Scope of Work**

For the

State Route 12 Major Investment Study Update and Safety Plan

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Disadvantaged Business Enterprise (DBE) Exhibits

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

For the
State Route 12 Major Investment Study Update and Safety Plan

SECTION 1 – INTRODUCTION

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

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

State Route (SR) 12 runs for 140 miles from Sonoma County across the Central Valley to the foothills of the Sierra Nevada mountains. The segment that is the subject of this study is between Interstate 80 and the Sacramento River in central Solano County. The regional setting is shown in Exhibit ZyX. This segment of SR 12 has been plagued by a high volume of traffic accidents, including a number of fatal accidents in the rural stretch between Rio Vista and Suisun City. In March of 2007, there were 3 fatal accidents that claimed three lives and left two others critically injured in this section of roadway. Addressing the safety issues that contribute to these accidents has been a top priority of the STA for a number of years. In December 2006, the STA Board determined that an update of the SR 12 MIS, with an addition of a safety element, was needed. The updated MIS and safety study will look at the following:

1. Updated description of SR 12, including lane configuration, intersections and turning lanes, acceleration/deceleration lanes and passing lanes. Add information on topography, site lines and stopping distances.
2. Current characterization of traffic on SR 12, using counts supplied by STA (may be counts produced under contract to STA or provided by outside agencies such as MTC or Caltrans), or developed by the consultant. Include volume, direction, proportion of trucks, origin and destination, and turning movements on mainline SR 12 to intersecting public roads.

3. Projection of future traffic volumes, using the new Solano Napa Travel demand model.
4. Analysis of current traffic accident data and description of contributing factors.
5. Analysis of traffic citation data from the California Highway Patrol and local law enforcement to identify the registered location of the driver cited, and the location and type of citation.
6. Description and analysis of safety, demand reduction and capacity enhancement improvements for SR 12, and estimation of current-year costs for improvements.
7. Description of tasks necessary to construct the identified improvements, including right-of-way acquisition and environmental mitigation.
8. Recommendation of safety, demand reduction and capacity enhancement improvements, with a primary emphasis on those improvements that will reduce the number and severity of fatal accidents.

SECTION 2 – BACKGROUND

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

From west to east, the first segment is approximately 6.3 miles from I-80 through the cities of Fairfield and Suisun City, to the intersection of SR 12 and Walters Road. This is a relatively flat roadway segment through suburban land uses. There are 14 intersections with local roads in this segment. Three of these intersections are grade-separated. Of the 11 other intersections, 6 are controlled by traffic lights. The road is 2 lanes in each direction, separated by a vegetated median or concrete barrier, and has adequate emergency stopping shoulders in both directions.

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

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

areas there is essentially no paved shoulder, and no safe place for vehicles to pull off the road.

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

The proposed SR 12 study would update traffic and accident data, and project traffic volumes to the year 2035. Updated level of service analysis would be performed for all of the intersections and road segments analyzed in the 2001 SR 12 MIS. In addition, level of service analysis and (and traffic counts, if necessary) will be performed on the intersections specified in Attachment xzy.

Of special concern to the STA and the communities impacted by SR 12 traffic is the number and percentage of heavy trucks on the road. The consultant will determine the number of trucks and report on them by size, time of travel, direction of travel, and whether they are serving local destinations (including Travis Air Force Base) or are using SR 12 for pass-through trips.

The potential relocation and widening of the Rio Vista Bridge and the possible increase in cargo ship traffic to the Port of Sacramento are beyond the scope of this project. However, the selected consultant/team should be aware of the potential, and briefly identify issues that relocation of the bridge would cause in relation to safety and capacity improvements for the portion of SR 12 under study.

The primary focus of the study is on safety issues – see Section xzy for the STA’s specific safety evaluation requirements. The selected consultant will be required to provide detailed map and table analysis of accidents, contributing factors, and possible improvements to reduce fatality accidents and to otherwise reduce the number and severity of injury and property damage traffic accidents.

An important element of STA’s approach to SR 12 analysis and planning is its partnership with other affected agencies. This includes Caltrans District 4, covering the Bay Area, and the Metropolitan Transportation Commission (MTC). Additional partnering work is being done by STA with the Montezuma Hills Fire Protection District and Travis Air Force Base. In addition, STA will work with agencies with jurisdiction on portions of SR 12 east of the Sacramento River, including Sacramento County and the Sacramento Area Council of Governments (SACOG), Caltrans District 3, Caltrans District 10, and the San Joaquin Council of Governments (SJCOG).

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

SECTION 3 – SCOPE OF WORK TASKS

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

Task #1- Budget

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

Task Deliverables:

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

Task #2- Partnership

Assist STA in the further development of a public agency partnership, with primary direction and coordination through the existing SR 12 Steering Committee. This Partnership effort will include a staff-level multi-agency project coordination committee, with ex officio membership from the San Joaquin Council of Governments, the Sacramento Area Council of Governments, and Caltrans District 3 and 10.

Task Deliverables:

- 1) *Memorandum detailing a list of Partnership contacts and their agency's roles and responsibilities.*
- 2) *Notes from meetings of the SR 12 Steering Committee and staff coordination committee.*

Task #3- Public Outreach (STA staff)

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

STA Task Deliverable:

- 1) *Public outreach plan.*
- 2) *Meeting notes of public outreach.*

Consultant Task Deliverable:

1. *Technical support and meeting materials (maps, concept photos, summary of recommendations etc.).*
2. *Attendance at two (2) public meetings by project manager.*
3. *Attendance at bi-monthly SR 12 Steering Committee meetings by project staff member (6 total meetings anticipated).*

Task #4- Planning- SR 12 Corridor Alignment, Improvement and Safety Improvement Evaluation

Determine what improvements are going to be needed to reduce fatal accidents, fatalities, injury accidents and property damage accidents on SR 12, and to accommodate current and future traffic growth on Hwy 12.

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

Task Deliverables:

- 1) *Traffic count and survey working paper.*
- 2) *Land use working paper.*
- 3) *Existing conditions report.*
- 4) *Traffic forecast working paper.*
- 5) *Traffic accident analysis, including tables describing the type, severity and location of accidents for the preceding 10 years, and mapping and other graphic representation of said data.*
- 6) *Recommendations on short-term and long-term improvements.*

Task #5- Caltrans Improvements

Analysis of planned roadway improvements to be made by the California Department of Transportation (Caltrans). The Caltrans Median Barrier Survey (MBS) for SR 12 will be attached to the SR 12 MIS, and will be analyzed in this section. This section will include an analysis of the process for having projects put on Caltrans' State Highway Operation and Preservation Program (SHOPP) list.

Task Deliverables:

- 1) *Caltrans Median Barrier Survey and analysis.*
- 2) *SHOPP process and timeline working paper.*
- 3) *Gap analysis between improvements identified in Task 4 and Caltrans improvements identified in Task 5.*

Task #6- Funding Options

Determine potential funding sources for improvements to SR 12. This will include a review of planned or potential land use development in Fairfield, Rio Vista and Suisun City that will directly impact traffic counts on SR 12, a planning-level review of the improvements needed to accommodate the identified increase in traffic, and a fiscal analysis of the ability of local development impact fees to fund the identified

improvements. The funding options will also include a planning-level analysis of likely environmental impacts and associated mitigation to accommodate the improvements identified in Task 4, and an analysis of the approximate cost to fully mitigate those impacts.

Task Deliverables:

- 1) *Funding option recommendations including those projects already identified and funded by Caltrans.*
- 2) *Development impact and funding working paper.*
- 3) *Environmental impact and mitigation working paper.*

Task #7- Finalize Deliverables

Finalize draft deliverables into an updated SR 12 Major Investment Study and Safety Plan.

Task Deliverable:

- 1) Final report that includes of all completed deliverables.

Task #8- Implementation

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan, Caltrans SHOPP list and Corridor Concept Report updates, STA's Comprehensive Transportation Plan's Arterial, Highways and Freeways Element, STA's Congestion Management Program, and future general plan updates and specific plans of the Cities of Fairfield, Rio Vista and Suisun City, and the County of Solano.

Task Deliverable:

- 1) Next steps Working Paper.

SECTION 4 – PROPOSED PROJECT TIMELINE

Tasks and Products	Estimated Completion
Task 1. Confirm Budget	July 2007
Task 2. Form Partnership	July 2007
Task 3. Commence Public Outreach	July 2007
Task 4. Corridor Safety, Alignment and Improvements Evaluation	August-September 2007
Task 5. Caltrans Improvements Evaluation	September 2007
Task 6. Program Funding Strategy with Options	November 2007
Task 7. Finalize and Print Task 4 Deliverables	January 2008
Task 8. Implementation and Next Steps	February 2008

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

1. Policy

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

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

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

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

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

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

2. DBE Availability Advisory Percentage

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

3. Equal Employment Opportunity

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

SECTION 6 – RFQ SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

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

Address the cover letter as follows:

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

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

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

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

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

SECTION 7 – SELECTION OF CONSULTANT

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

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

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

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

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

SECTION 8- SELECTION PROCESS AND PROJECT SCHEDULE

_____, 2007

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

_____, 2007

Tentative panel interview date. STA selects recommended firm.

July 31, 2007

Project commences

July 9, 2008

Final Plan completed and approved by STA Board

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

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

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

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

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

AGENCY: _____
 LOCATION: _____
 PROJECT DESCRIPTION: _____
 CONTRACT NUMBER: _____
 FEDERAL-AID PROJECT NUMBER: _____
 TOTAL CONTRACT AMOUNT: \$ _____
 FEDERAL SHARE (For local agency to complete) : \$ _____
 PROPOSAL/BID DATE: _____
 PROPOSER'S/BIDDER'S NAME: _____
 ADVERTISED DBE CONTRACT "Availability Advisory Percentage": _____

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

<p>IMPORTANT: Identify all DBE firms being claimed for credit, regardless of type. Copies of the DBE quotes are helpful. Names of the firm, the DBE subcontractors and their respective items of work listed above shall be consistent with the items and items of work in the List of Subcontractors submitted with your bid package to the Subcontractors Listing Law and the State Revisor.</p> <p>Enter DBE firm's and subcontractor's certification number. Firm's contractors shall indicate all work to be performed by DBE, including work to be done by its own DBE forces.</p> <p>If 100% of item's to be performed or furnished by DBE, describe exact portion of item to be performed or furnished by DBE.</p>	<p>Total Claimed Participation</p> <p>Signature of Proposer/Bidder</p> <p>Date</p> <p>City/State/Zip</p> <p>Person to Contact (Please type or print)</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------

CT Bidder - DBE Information (Rev 4/28/06)

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

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

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

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

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

Proposer/Bidder Signature

Date

Print Name

Phone Number

Exhibit 17-F Final Report Utilization of Disadvantaged Businesses



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

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

46

SOLANO TRANSPORTATION AUTHORITY

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

CLOSING DATE FOR RECEIVING PROPOSALS

_____, 2007

SUBMIT PROPOSALS TO:

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

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I. PROJECT OVERVIEW

A. General

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

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

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

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

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

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

B. 24-Hour Bi-Directional Counts

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

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

C. Turning Movement Counts

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

II. SCOPE OF SERVICES

A. Technical Proposals must include the following information:

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

B. Cost Proposal Requirements

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

III. CONSULTANT SERVICES AGREEMENT

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

V. BUSINESS LICENSE REQUIREMENTS

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

VII. CONSULTANT SELECTION PROCESS

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

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

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

VIII. SCHEDULE

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

IX. SUBMITTAL REQUIREMENTS

A. Proposal Submittal

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

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

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

B. Late Submittals

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

X. INQUIRES

Inquires concerning this Request for Proposals should be directed to:

Robert Macaulay
Director of Planning
(707) 424-6006

Sincerely,

Robert Macaulay
Director of Planning

Attachments

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

Exhibit A
Public Roads Intersecting State Route 12
To Be Counted

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

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DATE: April 15, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Countywide Transit Finance Assessment Study

Background:

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

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

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

Discussion:

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

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

The purpose of this study is to provide a third-party review of these and other financial issues to increase the level of understanding and confidence of costs among intercity

transit funding partners. Completing this study was critical so that the results would be available for application in the development of the cost-sharing methodology for FY 2007-08 and beyond.

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

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

Robert Kuo Consultants will be presenting the report at the April Transit Consortium meeting as well as at the May STA Board meeting.

Fiscal Impact:

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

Recommendation:

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

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

Attachment:

- A. Executive Summary of Transit Finance Assessment Study



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

PREPARED BY

ROBERT KUO CONSULTING, LLC
Prime Consultant

FRED CLARKE
Subconsultant

SHANNON GAFFNEY
Subconsultant

April 18, 2007

EXECUTIVE SUMMARY

Background on Intercity Routes

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

Intercity Routes, Intercity Operators and Jurisdictions Contributing to Route Subsidies

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

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

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

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

Project Background

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

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

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

Summary of Key Findings

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

1. The estimation methods and data used by operators were not always consistent. In addition, how the costs are apportioned within the cost allocation model was not always consistent

- ❑ Different “Baselines” (i.e. time periods for financial data, and assumptions regarding inflation) were used by the operators in developing the FY2007 estimates. As a result, the cost estimates for FY2007 were not developed in an “apples to apples” manner.
- ❑ In addition, the same costs were categorized differently by different operators, and implemented differently in the cost allocation model, also making it difficult to conduct an “apples to apples” comparison.
- ❑ Based on the structure of their contracts with the companies that are providing transit service, two operators include contractor fixed fees in their cost models, while two others do not (although one of the latter two does pay “support costs” incurred by its contractor). The two operators that include these fees allocated them differently and included different types of costs. For example, one included the costs associated with paratransit, while the other only costs associated with direct bus service.

2. The types of overhead costs included in the cost allocation model varied widely, although they fell into two general types, administration and City indirect.

- ❑ Although overhead costs (i.e. costs incurred by other City departments in support of the jurisdiction’s transit operation) are difficult to categorize and compare due to differences amongst the operators’ jurisdictions, it is clear that the types of overhead costs included by operators varied widely. For example:
 - At the simplest end of the spectrum, one operator included only a portion of the salaries and benefits associated with certain members of the City’s Finance staff, who supported the transit operation.
 - At the other end of the spectrum, another operator included a portion of the costs associated with the full range of City departments providing support to the transit system, from the City Council and City Manager to the City’s Human Resources and City Finance departments, based on the City’s Federal indirect cost allocation plan (known as its “A-87 plan”).

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

Recommendations

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

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

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

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

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

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

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

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DATE: April 15, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Countywide Transit Ridership Study

Background:

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

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

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

Discussion:

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

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

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

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

Given the size of this survey effort and that this is the first time an endeavor like this was attempted in Solano, priorities for this survey effort were established. Getting out of the field before Thanksgiving was critical. To support the Intercity Transit Funding Agreement effort, surveying intercity routes was the first priority and 100% sampling was the goal. One hundred percent surveying of all local systems was the ideal, but Fairfield/Suisun Transit and Vacaville City Coach local routes were a lower priority if time and resources were not available within the survey time period. In preparation for the Short Range Transit Plan (SRTP), Fairfield/Suisun Transit was scheduled to conduct a similar on-board survey and on/off counts in September 2006 just a month prior. As part of a systemwide analysis, Vacaville City Coach was conducting similar surveying on their local routes for several months in the Fall of 2007.

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

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

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

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

The key data of interest relative to the Intercity Transit Funding agreement is the riders' residence by route. In the FY2006-07 ITF agreement, this data was not available and boardings by stop and jurisdictions' population were used as approximations for the usage element of the formula.

For FY2007-08, a variety of formulas have been discussed and considered, but they all use riders' residence by route as a key factor. This varies from last year in that although a route may not stop in a given jurisdiction, individuals may drive (or transfer from another bus) to the bus stop where they actually board. Riders' residence is a direct tie to jurisdictions contributing their portion of the usage by their jurisdictions' residents.

The on-board survey offered all Solano cities, Solano unincorporated area, Napa County, and Other County as check-off options. A summary of riders' residence by route is attached (Attachment D). For some routes there was a somewhat surprisingly large percentage of residents from counties other than Napa, such as Rt. 80 with nearly 40%.

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

Fiscal Impact:

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

Recommendation:

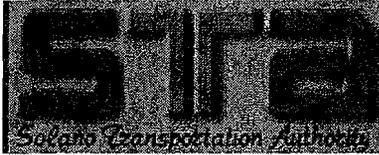
Recommend to the STA Board to approve the Solano County Transit Ridership Study.

Attachments:

- A. On-board survey instrument
- B. Summary of routes surveyed and average daily ridership
- C. Schedule of survey days by route
- D. Summary of rider residence by route

Note: Copies of the Countywide Transit Ridership Study were provided to the TAC members under separate enclosure. A copy of the Countywide Transit Ridership Study may be provided by contacting the STA at (707) 424-6075.

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2006 ON BOARD TRANSIT SURVEY

ATTACHMENT A

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

Starting

Ending

1. Is your trip today part of a round trip on this bus/ferry line?
 Yes No Don't Know

2. Where are you coming from?
 Home Shopping/errands
 Work Sports/social/recreation
 School Other (Specify) _____
 Medical Appointment _____

3. What is the location of that place?
 (Specify street address/name or landmark)

_____ Street No. Street Name

 Nearest Cross Street

 City Zip

4. How did you get to the stop for this bus/ferry?
 Transferred from another bus: Route number? _____
 Transit Operator? Benicia Breeze
 Fairfield Suisun Transit
 Rio Vista Delta Breeze
 Vacaville City Coach
 Vallejo Transit
 Other (Name: _____)

Transferred from BART
 Transferred from Capitol Corridor/AMTRAK/RT
 Transferred from Ferry
 Walked (How many minutes? _____)
 Car as driver (How many miles? _____)
 Car as passenger (How many miles? _____)
 Rode bicycle (How many miles? _____)
 Other (Please describe _____)

5. Where did you board this bus/ferry?
 (Specify street address/name or landmark)

_____ Street No. Street Name

 Nearest Cross Street

 City Zip

6. Where are you going to now?
 Home Shopping/errands
 Work Sports/social/recreation
 School Other (Specify) _____
 Medical Appointment _____

7. What is the location of that place?
 (Specify street address/name or landmark)

_____ Street No. Street Name

 Nearest Cross Street

 City Zip

8. How will you get from this bus/ferry to your destination?
 Transfer to another bus: Route number? _____
 Transit Operator? Benicia Breeze
 Fairfield Suisun Transit
 Rio Vista Delta Breeze
 Vacaville City Coach
 Vallejo Transit
 Other (Name: _____)

Transfer to BART
 Transfer to Capitol Corridor/AMTRAK/RT
 Transfer to Ferry
 Walk (How many minutes? _____)
 Car as driver (How many miles? _____)
 Car as passenger (How many miles? _____)
 Ride bicycle (How many miles? _____)
 Other (Please describe _____)

9. Where will you leave this bus/ferry?
 (Specify street address/name or landmark)

_____ Street No. Street Name

 Nearest Cross Street

 City Zip

10. What is the CITY YOU LIVE IN?
 Benicia Dixon
 Fairfield Suisun City
 Rio Vista Vallejo
 Vacaville Unincorporated Solano County
 Napa County Elsewhere outside Solano County



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

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

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

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

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

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

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

- 0 Cars 1 Car 2 cars 3 or more cars

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

- Yes No Yes, but with inconvenience to others

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

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

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

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

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

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

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

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

Tell Us a Little About Yourself

20. Are you: Male Female

21. Do you consider yourself:

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

22. How old are you?

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

23. What is your employment status?

- Fulltime Student
 Part Time Homemaker
 Retired Unemployed

24. How many people are in your household, including yourself? _____

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

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

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

Thank you for your participation!!

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

On/off Ride Counts
 Oct/Nov 2006

Operator	Route	Direction	Counts			Percent Trips Counted			Counts Standardized		
			Wkday	Sat	Sun	Wkday	Sat	Sun	Wkday	Sat	Sun
Benicia Breeze BB	19	RT	7			1.00			7		
	21	RT	20			0.70			29		
	22	RT	7			0.90			8		
	23	EB	3			1.00			3		
	23	WB	0			1.00			0		
	75	EB	178	104		0.74	0.91		241	114	
	75	WB	174	65		0.85	0.80		205	81	
Fairfield/Suisun Transit FST	1A	RT	147	18		0.46	0.19		320	95	
	1B	RT	180	49		0.77	0.50		234	98	
	2	EB	219	124		0.92	0.44		238	282	
		WB	163	56		0.60	0.56		272	100	
	3A	RT	132	23		1.00	0.50		132	46	
	3B	RT	94	23		0.80	0.50		118	46	
	4	RT	124	ND		0.88	ND		141	ND	
	5	RT	240	64		0.96	0.89		250	72	
	6	EB	213	67		0.84	0.89		254	75	
		WB	197	28		0.68	0.89		280	31	
	7	WB	186	37		1.00	1.00		186	37	
		EB	148	25		0.85	0.75		174	33	
	20	RT	185	51		1.00	0.88		185	58	
	30	EB	112			1.00			112		
FST	40	WB	73			1.00			73		
		WB	117			1.00			117		
		EB	95			1.00			95		
	90	EB	450			1.00			450		
		WB	227			0.77			295		
Rio Vista Delta Breeze RVDB	50	EB	0			1.00			0		
	50	WB	0			1.00			0		
	51	EB	12			1.00			12		
	51	WB	6			1.00			6		
	52	EB	0			1.00			0		
	52	WB	0			1.00			0		

Operator	Route	Direction	Counts			Percent Trips Counted			Counts Standardized		
			Wkday	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
Vacaville City Coach	1	RT	31	ND		1.00	ND		31	ND	
WVCC	2A	RT	27	ND		1.00	ND		27	ND	
WVCC	2B	RT	26	ND		1.00	ND		26	ND	
WVCC	4	RT	47	ND		1.00	ND		47	ND	
WVCC	5	RT	295	66		0.96	0.56		307	118	
WVCC	6B	RT	96	ND		1.00	ND		96	ND	
WVCC	6	RT	96	ND		1.00	ND		96	ND	
WVCC	7	RT	39	ND		1.00	ND		39	ND	
WVCC	8	RT	75	ND		1.00	ND		75	ND	
Vallejo Transit	1	RT	1012	706	356	0.97	1.00	0.76	1043	706	468
VT	2	RT	641	275	208	0.85	1.00	1.00	754	275	206
VT	3	RT	192	57	48	0.94	0.71	0.80	204	80	60
VT	4	RT	212	91	36	1.00	0.88	0.67	212	103	54
VT	5	RT	406	252	207	0.97	0.91	0.91	419	277	227
VT	6	RT	393	145	58	0.97	1.00	0.90	405	145	64
VT	7	RT	576	73	n/a	0.83	0.46	n/a	694	159	n/a
VT	8	RT	197	103	n/a	0.82	0.92	n/a	240	112	n/a
VT	9	RT	273	189	113	0.73	0.94	0.94	374	201	120
VT	80	WB	724	301	458	0.88	0.83	0.97	823	363	472
VT	80	EB	621	138	112	0.91	0.70	0.74	682	197	151
VT	85	RT	509	247	82	1.00	1.00	1.00	509	247	82
VT	92	WB	13	ND	ND	1.00	0.00	0.00	13	ND	ND
VT	92	EB	11	ND	ND	1.00	0.00	0.00	11	ND	ND
VT	200	WB	174	32	17	1.00	1.00	1.00	174	32	17
VT	200	EB	185	33	16	1.00	1.00	1.00	185	33	16
VT	Ferry	WB	1102	598	510	1.00	1.00	1.00	1102	598	510
VT	Ferry	EB	1046	487	363	1.00	1.00	1.00	1046	487	363
TOTAL			19,837	12,728	4,527	2,582					

70

V. 041707b

ND= No data collected

**Solano Transportation Authority
Ridership Study
Actual Survey Schedule**

October 2006

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

November 2006

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

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

ATTACHMENT D

April 18, 2007

**Solano Express Intercity Routes
Ridership by Jurisdictions of Residence**

	Benicia		Dixon		Fairfield		Rio Vista		Suisun City		Vacaville		Vallejo		Balance of County		Total	
	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent
Benicia Breeze Route 75	107	55.73%	0	0.00%	3	5.66%	1	1.23%	21	2.66%	5	1.47%	5	1.47%	2	0.81%	157	63.56%
Fairfield/Suisun Transit Route 20	18	27.27%	0	0.00%	12	22.64%	2	2.47%	44	5.99%	122	35.99%	157	63.56%	0	0.00%	0	0.00%
Fairfield/Suisun Transit Rt. 30	3	5.66%	0	0.00%	2	3.77%	0	0.00%	10	1.36%	31	9.14%	40	16.19%	0	0.00%	0	0.00%
Fairfield/Suisun Transit Route 40	28	34.57%	0	0.00%	12	14.81%	1	0.14%	7	0.95%	14	4.13%	44	17.81%	0	0.00%	0	0.00%
Vallejo Transit Route 80	4	0.54%	0	0.00%	37	45.68%	7	0.95%	161	47.49%	161	47.49%	1	0.40%	2	0.81%	273	100%
Vallejo Transit Route 85	339	100%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Fairfield/Suisun Transit Route 90	2	0.40%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Other	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Missing	9	100%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	227	100%	192	100%	66	100%	53	100%	81	100%	736	100%	339	100%	247	100%	273	100%

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

3

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DATE: April 11, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Proposal

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement for FY 2006-07. This agreement was the result of the work of the Intercity Transit Funding Working Group comprised of representatives from STA, Solano County, and each city in Solano County. The agreement covered nine intercity routes operated by three cities and was based on three guiding principals (Attachment A).

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07.

Using an agreed upon costing methodology and a formula for allocating subsidy requirements by jurisdiction, each jurisdiction's funding share for each intercity route was calculated. These contributions are documented in the agreement and are used as inputs into the adopted TDA matrix for FY 2006-07. Through subsequent actions, based in part on the efforts of the ITF Working Group, an agreement for the use of Regional Measure 2 Express Bus funds was developed for the intercity routes for FY 2006-07 and FY 2007-08.

The ITF Working Group requested that a financial assessment of the cost allocation models used by the transit operators and that a ridership study be performed for use in preparing a revised Intercity Transit Funding Agreement for FY 2007-08. Those studies have been completed and the results have been used to inform the deliberations of the ITF Working Group over the past few months.

Discussion:

The Intercity Transit Funding Working Group has reviewed the results of the Transit Finance Assessment: Intercity Transit Routes Report and the Transit Ridership Survey. Recommendations from the Transit Finance Assessment have been agreed upon by the ITF Working Group and Ridership Survey results were used in developing options for a cost/subsidy sharing formula. These two studies and the discussions of the ITF Working Group provide a foundation for a FY 2007-08 Intercity Transit Agreement.

The core elements of the agreement are shown in Attachment 1.

A key component of the Agreement is the cost sharing formula. Several cost sharing options were considered by the ITF Working group, the results of which are shown in Attachment 2. Each option is described in Attachment 3. At the April 18, 2007 meeting of the ITF Working Group agreed that the fifth option, titled "STA Modified Proposal" should be advanced to the Agreement. This option establishes the County Unincorporated share at \$130,000, essentially the same contribution as the County made to the intercity routes in FY 2006-07. This amount is "taken off the top." The remaining balance of the costs are shared based on 20% population and 80% on ridership by jurisdiction of residence by route.

The Working Group is continuing to make modifications to the data and the formula, primarily to reduce costs to ensure that adequate funds are available for the service. As of April 18, 2007, staff representing Benicia, Rio Vista, Vacaville, Vallejo, and the County of Solano concurred that their jurisdictions would meet the required contributions under the STA Modified Proposal. These jurisdictions will prepare their FY 2007-08 TDA claims based on the following intercity funding shares:

Jurisdiction	Amount
Benicia	\$356,822
Rio Vista	\$16,031
Vacaville	\$582,821
Vallejo	\$1,404,991
County of Solano	\$130,000

Staff from the City of Dixon was not able to attend the meeting and STA is following up with them to discuss the proposal. The City of Fairfield staff requested additional time and a follow up meeting with STA to discuss the proposal.

If the ITF Working Group identifies cost reductions that would be passed along to these jurisdictions with the application of the cost sharing formula, then the revised amounts may be amended into their claims. The other jurisdictions will prepare their TDA claims when final agreement is reached on the intercity transit cost sharing.

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachments:

- A. STA Intercity Transit Funding Agreement Core Concepts
- B. STA SolanoExpress Cost Sharing – Based on FY 2007-08 Costs – Summary Comparison of Options Considered
- C. Description of Options

**Solano Transportation Authority
Intercity Transit Funding Agreement Core Concepts**

Transit Coordination and Guiding Principles

The FY 2006-07 Intercity Transit Agreement included transit coordination and guiding principles that continue in effect for the FY 2007-08 Agreement. They are:

Principle 1:

To provide certainty to intercity transit operators and funding partners, establish a consistent method and an agreement for sharing subsidies for all intercity routes by Solano transit operators for FY 2006-07 and future years based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive intercity transit service as soon as possible, develop a cost effective and affordable revised route structure that will; 1) be implemented with the new subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

Principle 3:

To focus limited financial resources and deliver productive intercity transit service on an on-going basis while meeting the policy/coverage requirements agreed upon, develop strategies to consistently evaluate, modify, and market intercity transit services after the intercity subsidy sharing agreement is implemented.

Included Intercity Routes/ Intercity Route Definition

To be included in the Intercity Transit Agreement, a route must meet all three of the following criteria:

1. Operates between two cities and has a monthly ridership of at least 2,000.
AND
2. Operates at least 5 days per week.
AND
3. Has been operating for at least a year and is not scheduled for deletion within the fiscal year.

Route	Meets Definition?			Included
	1	2	3	
20	Yes	Yes	Yes	X
23	No	Yes	Yes	
30	Yes	Yes	Yes	X
40	Yes	Yes	Yes	X
50	No	No	No	
52	No	No	No	
70/75	Yes	Yes	Yes	X
80	Yes	Yes	Yes	X
85	Yes	Yes	Yes	X

FY 2007-08 Baseline Cost Data Source

The baseline cost estimate for FY 2007-08 shall be based on the operators' preliminary budget for FY 2007-08 prepared in February – March 2007. The preliminary budget estimate shall include unit cost or line item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes, and estimates of allocated overhead costs by mode.

The baseline cost estimate shall be submitted with the operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the footnotes to the summary page of the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

FY 2007-08 Baseline Data Definitions

The definitions for Revenue service miles, Revenue service hours, and Peak vehicles as used for the FY 2007-08 cost allocation model shall follow the definitions provided by the National Transit Database (NTD). In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

Allowable and Allocable Administrative and Overhead Costs

The Finance Assessment found that overhead costs are included in a variety of ways in the cost allocation models prepared by the operators. The report recommends that the ITF Working Group agree upon a method for applying overhead costs in the cost allocation model that is consistent among operators. Options for how overhead could be included were provided in the Finance Assessment and are being analyzed. The agreed

upon method for including overhead in the cost allocation model will be included in the final Intercity Transit Agreement.

Cost Allocation Model

The Intercity Transit Funding Working group has agreed to use a three variable cost model for allocating costs by route. This model is based on the National Transit Database's recommended approach for allocating transit costs by vehicle hours, vehicle miles, and peak vehicles. The ITF Working group uses this model to assign costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each operator inputs data into the model and the models are submitted to STA and the jurisdictions for further use and review.

Net Costs to be Shared

The net cost of the route is the total cost of the route minus farebox revenue, Regional Measure 2 funds, agreed upon State Transit Assistance Funds, and other non-TDA operating funds that are applied to the route.

Ridership Survey Data

An on-board ridership survey was taken in October – November 2006 to provide the ITF Working Group with data regarding the number of riders by jurisdiction of residence by intercity route. This data was assembled for use in the Intercity Transit Agreement formula. The on-board survey will be conducted periodically and no less frequently than every 3 years for purposes of updating the ridership information in the Agreement.

Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into the cost sharing formula annually.

Cost Sharing Formula

For FY 2007-08, intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area's population share of the County (4.67% in FY 2007-08) proportionately for each route up to a maximum of \$130,000. The resulting net cost is shared 20% by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC. The cost sharing formula may be subject to indexing beyond FY 2007-08 as a part of the annual option for renewal.

Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next year. As such, costs are estimates and are subject to change. The ITF Working Group may include a process for addressing mid-year cost changes in this Agreement.

Term of Agreement

The FY 2007-08 Intercity Transit Agreement shall be effective for one year beginning on July 1, 2007. The agreement may be extended at the option of the STA Board and the funding partners for three additional one-year periods.

Role and Responsibility of the Intercity Transit Funding Working Group

Recognizing that all local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the operators to the ITF Working Group at least 90 days prior to implementation and in sufficient time for the group's consideration. All jurisdictions are responsible for participating in the ITF Working Group and for meeting their financial obligations under the Intercity Transit Agreement.

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING**

ATTACHMENT B

Based on FY 2007-08 Costs -- Summary Comparison of Options Considered¹

	Population 20%, Ridership 80%	County Off the Top, Population 20%, Ridership 80%	Dixon Proposal: Population 20%, Ridership 80%	Dixon Proposal: County Off the Top, Population 20%, Ridership 80%	STA Modified Proposal Version ²	FY 07 Agreement ⁴
Benicia	\$365,565	\$352,300	\$347,446	\$331,229	\$356,822	\$628,955
Dixon	\$101,884	\$98,716	\$75,182	\$71,673	\$99,883	\$73,753
Fairfield	\$964,948	\$932,725	\$1,017,306	\$975,804	\$944,699	\$791,437
Rio Vista	\$15,938	\$15,828	\$2,788	\$2,658	\$16,031	\$6,414
Suisun City	\$244,703	\$236,774	\$218,377	\$208,184	\$239,814	\$79,597
Vacaville	\$593,114	\$575,433	\$496,995	\$473,798	\$582,821	\$507,705
Vallejo	\$1,438,777	\$1,387,183	\$1,603,603	\$1,535,614	\$1,404,991	\$1,642,696
Balance of County	\$50,231	\$176,202	\$13,465	\$176,202	\$130,000	\$130,648
Total	\$3,775,161	\$3,775,161	\$3,775,161	\$3,775,161	\$3,775,161	\$3,859,205

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Notes:

- Using the following data files:
Fairfield Routes 20, 30, 40 and 90 -- "FF Cost Allocation Model 021507 v2"
Vallejo Routes 70, 80 and 85 -- "FY 07 08 Vallejo Cost Allocation Model 4-16-07"
- Dixon Proposal Population shares are based on population of jurisdictions directly served by the route.
- County Off the Top is limited to \$130,000 and the balance is shared 20% Population, 80% Ridership
Proposal to index the County's share at its percentage share of costs, 3.45% annually.
- FY 07 Agreement includes Routes 20, 30, 40, 50, 75, 85, and 90/91. Route 80 costs added to the Agreement amounts for comparison

Description of Options

ATTACHMENT C

Population 20%, Ridership 80%

20% of the net cost of each route is allocated to each jurisdiction based on their share of the total county population.

80% of the net cost of each route is allocated to each jurisdiction based on their share of ridership on the route, based on ridership survey question regarding rider residence.

County Off the Top, Population 20%, Ridership 80%

Unincorporated County share of total County population (4.76%) is deducted from the net cost of each route.

Remaining net costs are shared using 20% population, 80% ridership formula described above.

Dixon Proposal: Population 20%, Ridership 80%

20% of the net cost of each route is allocated to each jurisdiction served by the route, based on the jurisdiction's population share among the jurisdictions served.

80% of the net cost of each route is allocated to each jurisdiction based on their share of ridership on the route, based on ridership survey question regarding rider residence.

Dixon Proposal: County Off the Top, Population 20%, Ridership 80%

Unincorporated County share of total County population (4.76%) is deducted from the net cost of each route.

Remaining costs are shared as follows:

20% of the net cost of each route is allocated to each jurisdiction served by the route, based on the jurisdiction's population share among the jurisdictions served.

80% of the net cost of each route is allocated to each jurisdiction based on their share of ridership on the route, based on ridership survey question regarding rider residence.

STA Modified Proposal, Version 2

Unincorporated County share of total County population (4.76%) is deducted from the net cost of each route, up to a maximum of \$130,000.

Remaining costs are shared as follows:

20% of the net cost of each route is allocated to each jurisdiction based on their share of the total county population.

80% of the net cost of each route is allocated to each jurisdiction based on their share of ridership on the route, based on ridership survey question regarding rider residence.

*Proposal to index County's share at 3.45% of the net cost of each route annually, based on FY 2007 share.

18-Apr-07



DATE: April 16, 2007
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

Discussion:

At the March 28, 2007 meeting, the Technical Advisory Committee (TAC) approved forwarding a watch position to the STA Board for Assembly Bill (AB) 463 (Huffman). AB 463 would require all new diesel powered ferries to meet specific air emissions standards (amending the California Clean Ferry Act). Assemblymember Huffman has discontinued pursuit of legislation to amend the CCFA and instead amended the bill to present a new subject relative to disabled persons' vehicle parking regulations. Therefore staff will discontinue monitoring AB 463.

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

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

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

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

Recommendation:

Forward the following recommendation to the STA Board:

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

Attachments:

- A. STA Legislative Matrix (To be provided under separate cover.)
- B. SB 286 (Lowenthal/Dutton) Prop 1B implementation for local streets and roads

AMENDED IN SENATE APRIL 9, 2007

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

February 15, 2007

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

LEGISLATIVE COUNSEL'S DIGEST

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

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

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

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

Vote: ~~majority~~^{2/3}. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 (1) (A) Two billion dollars (\$2,000,000,000) shall be transferred
5 to the Trade Corridors Improvement Fund, which is hereby created.
6 The money in this fund shall be available, upon appropriation in
7 the annual Budget Bill by the Legislature and subject to such
8 conditions and criteria as the Legislature may provide by statute,
9 for allocation by the California Transportation Commission for
10 infrastructure improvements along federally designated "Trade
11 Corridors of National Significance" in this state or along other
12 corridors within this state that have a high volume of freight
13 movement, as determined by the commission. In determining
14 projects eligible for funding, the commission shall consult the trade
15 infrastructure and goods movement plan submitted to the
16 commission by the Secretary of Business, Transportation and
17 Housing and the Secretary for Environmental Protection. No
18 moneys shall be allocated from this fund until the report is
19 submitted to the commission for its consideration, provided the
20 report is submitted no later than January 1, 2007. The commission
21 shall also consult trade infrastructure and goods movement plans
22 adopted by regional transportation planning agencies, adopted
23 regional transportation plans required by state and federal law, and
24 the statewide port master plan prepared by the California Marine
25 and Intermodal Transportation System Advisory Council
26 (Cal-MITSAC) pursuant to Section 1760 of the Harbors and
27 Navigation Code, when determining eligible projects for funding.
28 Eligible projects for these funds include, but are not limited to, all
29 of the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

30 (A) Video surveillance equipment.

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

33 (C) Cargo scanners.

34 (D) Radiation monitors.

35 (E) Thermal protective equipment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22 ~~(5)~~

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

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

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

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

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

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

O



DATE: April 15, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Status Update

Background:

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

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by STA Board members at their February 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April 2005, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). The Consortium and Technical Advisory Committee (TAC) reviewed the Scope of Work as well. In May 2005, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP). Since that time, additional funds have been secured for the Transit Consolidation Study.

For a variety of reasons, the Transit Consolidation Study was not initiated until the Fall of 2006. Subsequently, STA has issued a RFP and DKS Associates was selected to conduct the Transit Consolidation Study.

Discussion:

A kick-off meeting and several project meetings have been held with DKS Associates and David McCrossan from the subconsultant (HDR) who will lead the critical outreach element of this project. To identify a wide variety of perspectives and potential issues, a great deal of outreach is being conducted ranging from interviews with transit operator staff, other city staff, public officials, and others.

The consultants attended the February STA Transit Subcommittee. STA Boardmembers/Councilmembers identified that each had different ways to outreach to fellow councilmembers. The direction was that the public official interviews should

be done first and direction sought from these STA Board members on how each individual jurisdiction would recommend gathering input from their fellow Councilmembers. This would be in lieu of presentations to all City Councils.

Interviews with STA Boardmembers and Board alternates began in March and have continued through April. In addition, staff interviews began in April and will continue into May. A list of ten questions has been developed to guide the interviews (see Attachment A). To gain a broad perspective of issues and concerns, over about sixty interviews will be conducted. Over half the interviews have been completed.

In May, the consultants will present to the STA Board a summary of their findings from the interviews completed by that point. This will be a broad-based summary of commonalities, key issues and potential challenges. A preliminary summary of pros and cons of various consolidation alternatives may be presented. If there is enough common ground, potential consolidation alternatives may be returned to the STA Board for action in June.

Fiscal Impact:

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

Recommendation:

Informational.

Attachment:

- A. Transit Consolidation Stakeholder Interview Questions
- B. STA Transit Consolidation Goals and Criteria



STA Transit Consolidation Study
First Interview Outline

Interviewees: Local Elected Officials/Staff

Format: In-person or telephone
Questions submitted in advance on request

Duration: 15-20 minutes, or longer if desired by public officials/staff

Draft Questions:

1. What are your perceptions of transit that serves your City/Solano County currently?
2. Do you agree with the study's goals and objectives (*have available for them to view and walk through*)
3. Which are your highest priorities for transit service?
4. What do you consider the advantages and disadvantages of how transit service is currently delivered in 1) your city and 2) Solano County. Please consider existing and potential riders (residents, employees, and others). In terms of:
 - a. Coordination and cohesiveness
 - b. Efficiency (*cost, facilities, levels of service, ridership-current, future*)
 - c. Accountability (*decision-making process, addressing local needs currently, and in the future, flexibility*)
 - d. Funding (*ability to deliver services, leverage other funding sources*)
5. What do you think would be the major advantages achieved through consolidation?
6. What do you perceive as the major obstacles to consolidation?
7. What concerns do you personally have with consolidation that you would like to see addressed in this study?
8. Do you have any thoughts on which services should, or types of services, should be consolidated and how that would benefit your community?
9. Are there any issues concerning transit consolidation that we haven't covered that you would like to provide further comments?
10. Are there other individuals we should interview regarding this study?



SOLANO TRANSPORTATION AUTHORITY
TRANSIT CONSOLIDATION STUDY

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)



DATE: April 17, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Update and Bay Area FOCUS Project

Background:

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

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

Discussion:

MTC plans to add two new goals to the existing six (6) goals used to measure progress in implementing the RTP. These two (2) goals (safety/security management and greenhouse gas emission reduction) are in response to requirements from federal and state legislation. In addition, MTC is considering measuring the different RTP approaches against three (3) scenarios; one that seeks primarily to reduce person hours of delay, a second that seeks to reduce vehicle miles traveled, and a third that seeks to reduce the emissions of particulate matter and carbon dioxide.

The Solano Transportation Authority (STA) is in the process of updating the Congestion Management Plan (CMP) for Solano County. Information from the CMP and the County Transportation Plan will help guide STA's input into the RTP update. Staff is participating in monthly meetings of the Congestion Management Agency (CMA) planning directors to develop a common approach to RTP issues. One of the approaches suggested by the CMA Planning Directors is an early review of project costs vs. available funds. This review will help show the 'opportunity cost' of projects, and show how projects that are the focus of smaller advocacy groups can only come at the expense of larger projects that serve an entire community or corridor.

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

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

Recommendation:
Informational.



DATE: April 17, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) North Connector
3.) I-80 HOV: Red Top Road to Air Base Parkway
4.) I-80 HOV/Turner Overcrossing
5.) Jepson Parkway
6.) State Route 12 (Jameson Canyon)
7.) State Route 12 East
8.) I-80 SHOPP Rehabilitation Projects

Background:

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

Discussion:

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

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

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

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

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

In addition, the STA Board approved holding an Open House for this project that is scheduled on April 25, 2007 at Rodriguez High School in the City of Fairfield starting at 6:30 PM in the Multi-Use Room.

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

2.) North Connector

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

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

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

There were over 50 attendees that took the time to attend the Public Hearing on December 14, 2006. Six (6) comment cards were submitted at the Public Hearing. In addition, the STA received 26 written comments submitted by fax, e-mail, or mail. Some of the comments raised concern about potentially significant impacts and the ability to identify adequate mitigation for these impacts, particularly those impacts related to agricultural lands in Suisun Valley. Concurrently, there is currently no locally adopted definition of a "farmable unit" or mitigation standard for agricultural

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

Draft EIR/EA for Public Comment July 2007

Final EIR/EA November 2007

On April 11, 2007 the STA Board approved the funding agreement between the City of Fairfield, the County of Solano and the STA for this project.

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

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

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

The STA did advertise the Green Valley Creek Bridge outside widening contract. Bids will be opened on April 23, 2007 an update of the bid opening will be provided to the Technical Advisory Committee (TAC) at the meeting.

4.) I-80 HOV Lanes/Turner Overcrossing

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

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

5.) Jepson Parkway

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

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

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

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

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

6.) State Route 12 (Jameson Canyon)

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

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

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

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

7.) State Route 12 East

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

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

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

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

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

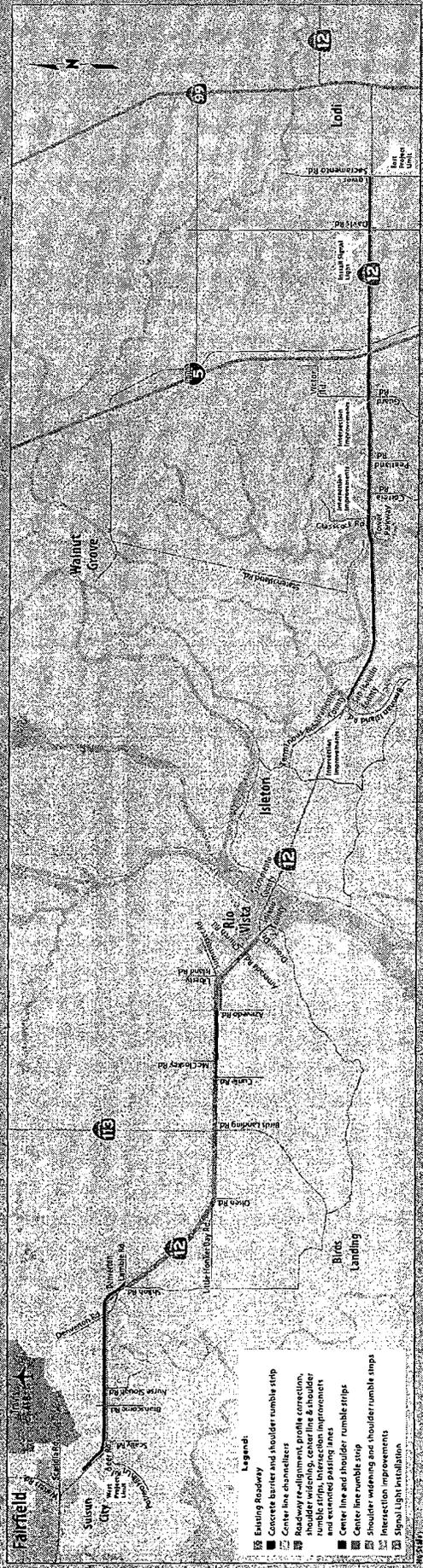
Recommendation:

Informational.

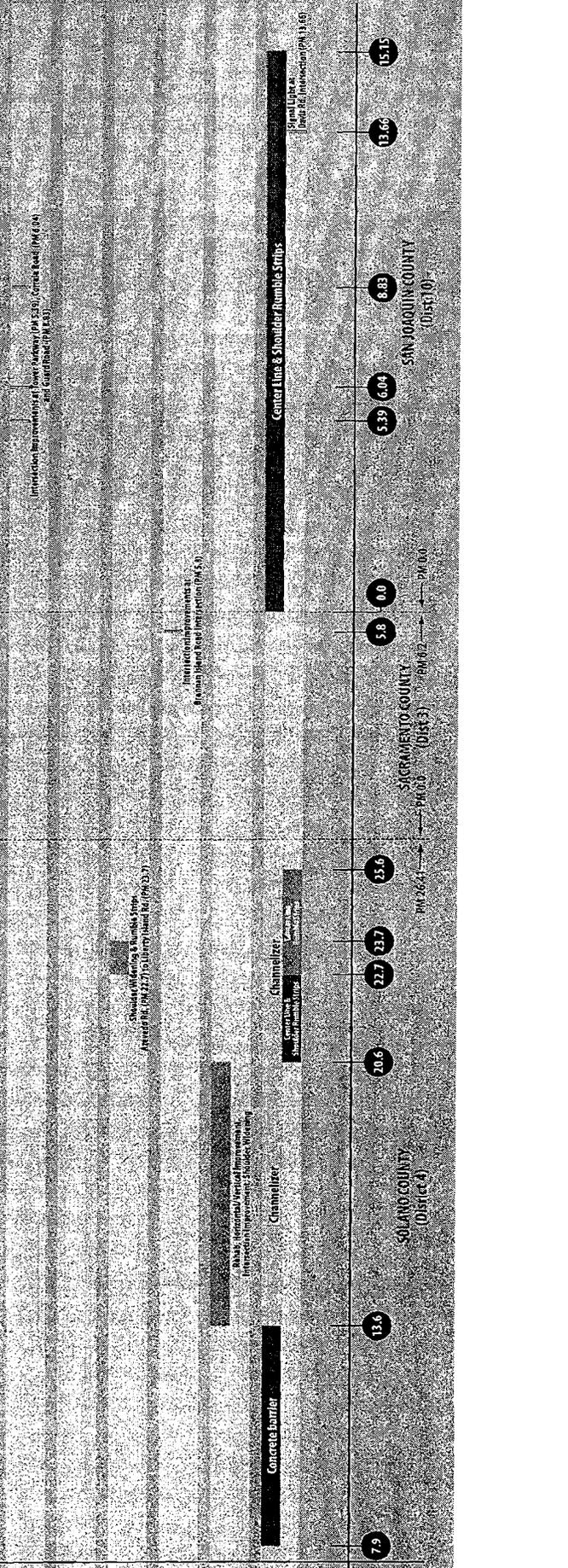
Attachment:

- A. State Route 12 Caltrans Improvement Map

Planned Improvements for State Route 12 Through Solano, Sacramento and San Joaquin Counties



- Legend**
- Existing Roadway
 - Concrete barrier and shoulder rumble strip
 - Center line delineator
 - Roadway alignment profile correction, shoulder widening, center line & shoulder rumble strips, intersection improvements and extended passing lanes
 - Center line and shoulder rumble strips
 - Center line rumble strip
 - Shoulder widening and shoulder rumble strips
 - Intersection improvements
 - Signal Light Installation



Immediate Action

- California Highway Patrol will step up enforcement.
- Four changeable message signs installed last week as public service safety advisory.
- Two changeable message signs and two radio-mounted radar speed information signs to be installed week of March 25 between Sacramento, San Joaquin County line and Lower Sacramento Road near Lodi.
- Re-stripes double yellow no passing zone centerline from Rio Vista to Suisun City (19 miles) week of March 25.

Short-Term Improvements in Place by fall 2007

- Walters Road to Shiloh Road/Lambie Road:** Concrete barrier on centerline; stripes with rumble strips on shoulders.
- Shiloh Road/Lambie Road to Currie Road:** Channelizers on centerline stripes.
- Currie Road to Drouin Drive:** Centerline rumble strip with channelizers and rumble strips in shoulders.
- Walters Road to Drouin Drive:** Four radar speed feedback signs in each direction. Additional speed limit signs, passing zone signs, and Do Not Pass signs will be installed. No passing will be allowed from Walters Road to Drouin Drive, except where an passing lane is available.
- Sacramento/San Joaquin County line to Lower Sacramento Road near Lodi:** Centerline rumble strip and rumble strip in the shoulders. Additional speed limit signs and driver awareness signs.

Short-term Project Details

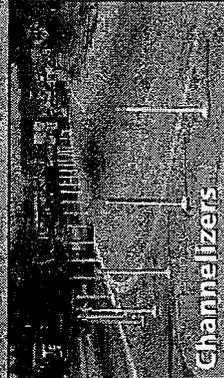
- Walters Road to Lambie Road/ Shiloh Road intersection:** Concrete barrier and shoulder rumble strips; Channelizers on centerline from Shiloh Road to Currie Road.
- Currie Road to Drouin Drive:** Centerline soft median barrier with channelizers and rumble strips along outside shoulder area where minimum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

Longer-Term Project Details

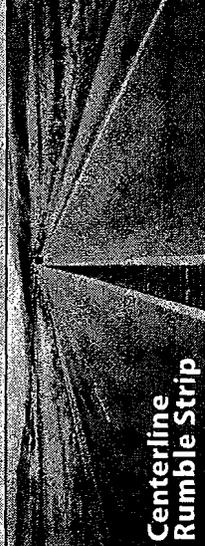
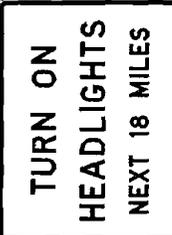
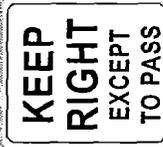
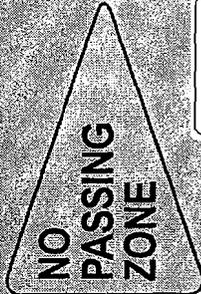
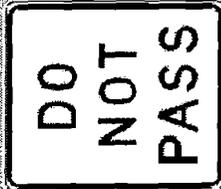
- Shiloh to Currie Road:** Shoulder widening, centerline soft median barrier, left-turn channelization, bridge fall upgrading, drainage modifications, intersection widening, vertical and horizontal alignment improvements, and pavement rehabilitation of existing roadway surface. This project is being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



Concrete Barrier



Channelizers



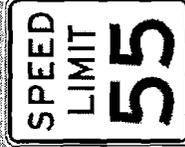
Centerline Rumble Strip



Radar Speed Feedback Sign



Changeable Message Sign





DATE: April 18, 2007
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Project Delivery Update

Background:

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

Discussion:

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

There are four project delivery reminders for the TAC:

1. **Inactive Obligations**

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

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

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

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

3. **Federal Rescission of Transportation Funding**

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

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

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

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

Recommendation:
Informational.

Attachment:

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



Solano PDWG

SOLANO PROJECT DELIVERY WORKING GROUP

Tuesday, April 24, 2007, 10:00 a.m.
STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>NO.</u>	<u>ITEM</u>	<u>COMMITTEE/STAFF PERSON</u>
I.	CALL TO ORDER - INTRODUCTIONS (10:00-10:03 a.m.)	Janet Adams
II.	INFORMATION ITEMS	
A.	Project Delivery Updates (10:03-10:15 a.m.) <i><u>Recommendation: Informational.</u></i>	Sam Shelton
B.	Project Delivery Guidance Document (10:15-10:45 a.m.) <i><u>Recommendation: Informational.</u></i>	Sam Shelton
C.	Project Status Database & Updates (10:45-11:15 a.m.) <i><u>Recommendation: Informational.</u></i>	Jennifer Tongson
D.	Project Delivery Criteria for STA Applications (11:15-11:20 a.m.) <i><u>Recommendation: Informational.</u></i>	Sam Shelton
E.	Project Delivery Issues and Recommendations (11:20-11:45 a.m.) <i><u>Recommendation: Informational.</u></i>	Sam Shelton
III.	GROUP COMMENTS	
IV.	ADJOURNMENT	

The next meeting of the Solano Project Delivery Working Group will be May 29, 2007 at the STA's Conference Room, One Harbor Center, Suite 130, Suisun City, CA 94585 at 10:00 am.

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DATE: April 17, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Napa Model Status

Background:

As part of the I-80 Smarter Growth Study, the Metropolitan Transportation Commission (MTC) is helping fund an update of the Solano Napa traffic model. The Solano Transportation Authority (STA) and the Napa County Transportation and Planning Agency (NCTPA) are working jointly with MTC to guide this effort. A Technical Advisory Committee (TAC) of model users was established early on in the model update process to guide in the model's development. Participants in the modeling TAC are modelers from the cities of Dixon, Fairfield and Vacaville, as well as planning and public works staff from Benicia, Vallejo, Napa County, Caltrans and STA. The lead consultant is Joe Story of DKS Consulting.

Discussion:

On April 12, the modeling TAC met to review work completed to date. The modeling TAC agreed that the model is adequate enough in its description of existing land uses, network, mode choice and traffic flow, and is ready for Year 2030 testing.

The modeling TAC will coordinate review of the 2030 land uses and network by e-mail, and will meet in late May to review the results of the 2030 modeling runs.

The modeling TAC is on schedule to have a final report presented to the STA TAC in June 2007 on the new model. If the STA TAC accepts the report, the model (including current and projected land uses and networks, and model outputs) would be presented to the STA Board in July for adoption. Upon adoption, this will become the model used by STA in all of its planning and project efforts.

Recommendation:

Informational.

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DATE: April 16, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

The Solano Transportation Authority (STA) Board approved several near term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting. Immediate strategies were to 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

Discussion:

1) *OTS Grant*

The California Highway Patrol (CHP) has not officially announced that SR 12 will receive an OTS Grant. However, there are strong indications that the CHP will make such a decision by the end of April 2007, with money being available starting in October 2007.

In the mean time, the Solano County office of the CHP has received money to cover 2,000 hours of overtime for SR 12 enforcement, and is already using those hours. As of early April, CHP had spent more than 350 hours of overtime hours and issued almost 500 additional citations. The communities with the greatest number of cited drivers are Fairfield, Stockton, Vacaville, Suisun City, Rio Vista and Antioch. In addition, CHP and Caltrans have identified areas that can be used to both stage Caltrans equipment for 2007 and 2008 construction activities and provide CHP with effective areas to safely and effectively locate officers performing enhanced enforcement.

2) *State Legislation*

Assemblywoman Lois Wolk introduced AB 112 to establish a double fine zone on SR 12 between I-80 and I-5. Assemblywoman Wolk also introduced ACR 7 to designate a portion of SR 12 as the Officer David Lamore Memorial Highway. Both bills unanimously passed the Assembly Transportation Committee on March 26th, and are scheduled for consideration by the Assembly Transportation Committee on April 18th; a 'Do Pass' recommendation has been issued for both bills.

3) *SR 12 Steering Committee*

The next meeting of the SR 12 Steering Committee is set for May 3rd at 10:00 a.m. in Rio Vista. The focus of this meeting will be a report on Caltrans activities to date and on the legislative and education elements of the Enforcement, Legislation, Education and Engineering strategy. Reports will also be provided on Caltrans improvements completed or scheduled on SR 12 and on the citations issued by the California Highway Patrol as part of their current enhanced enforcement campaign.

The members of the SR 12 Steering Committee are:

Ed Woodruff, Committee Chairperson, Mayor, City of Rio Vista
Pete Sanchez, Mayor, City of Suisun City
Harry Price, Mayor, City of Fairfield
Jim Spering, Solano County Board of Supervisors
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is a SR 12 Technical Advisory Committee comprised of:

Sue Ward, California Highway Patrol, Solano County
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4
Wil Ridder, San Joaquin Council of Governments
Brent Salmi, Rio Vista Public Works
Gene Cortright, Fairfield Public Works
Lee Evans, Suisun City Public Works
Birgetta Corsello, Solano County
Daryl Halls, STA/Janet Adams, STA

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: April 17, 2007
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Commute Challenge Update/Bike to Work Week May 14-18, 2007

Background:

Solano Commute Challenge

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

Bike to Work

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

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

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

Discussion:

Solano Commute Challenge

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

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

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

Bike to Work

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

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

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

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

Recommendation:
Informational.



DATE: April 18, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) Update

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study

Discussion:

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

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

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

Recommendation:

Informational.

Attachment:

- A. STA Safe Routes to School (SR2S) Program Status Report, 04-02-2007

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

03-20-2007

Phase 1 – Complete

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

Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
Benicia	Review Draft Benicia SR2S Plan April 19	Three independent audits completed. Deadline to submit audit info for draft plan, April 4th.
Dixon	STA to meet principals on March 22.	Training Audit to be scheduled in early April (possibly the 14 th).
Fairfield/Suisun	STA to meet principals on March 26.	Training Audit to be scheduled on April 18 th or 25 th , potentially at Anna Kyle Elementary.
Rio Vista	Tentative task force members to attend training audit in Vacaville or Fairfield/Suisun.	City and School Board Appointments are VACANT.
Vacaville	Training Audit to be scheduled in late April or early May at Will C. Wood High School.	Training audit date still in discussion with Vacaville USD.
Vallejo	Training Audit scheduled at Steffan Manor Elementary on April 21.	Audit outreach flyers, meeting materials, and Vallejo principal packages are being produced.
County of Solano	To be determined.	North and South County representatives are both VACANT.

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

Phase 3 – Not underway
STA Countywide SR2S Study Development

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

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
 - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.

- 2) Community Task Force meetings

Multi-disciplinary community task forces are responsible for:

 - Holding a training walking audit at a school of their choice
 - Reviewing a draft SR2S Plan of local projects and programs
 - Recommending a final SR2S Plan to their school board and city council

- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
 - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
 - STA advisory committees review and recommend the final Countywide SR2S Plan.
 - STA Board adopts the final Solano Countywide SR2S Plan.

STA SR2S Countywide Steering Committee

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

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

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

STA's Countywide SR2S Steering Committee		
Position	Name	Title
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Eva Laevastu	PAC Representative
Solano County Office of Education	Dee Alarcon	County Superintendent of Schools
School District Superintendent	John Aycock	Vacaville USD Superintendent
Public Safety Rep	Bill Bowen	Rio Vista Chief of Police
Public Safety Rep	Ken Davena	Benicia Police Department Captain
Air Quality Rep	Jim Antone	Yolo-Solano Air District Rep
Public Health Rep	Robin Cox	Solano County Public Health Rep

Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
 - Introductory Materials, Layout Workplan
 - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
 - Recommended Goals, Policies, and Measurable Objectives
 - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
 - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
 - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
 - Made final recommendations for Discussion Materials

Phase 2 – Community Task Forces – IN PROGRESS

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
 - Discussed Safe Route to Schools federal grants
 - Received update from Benicia's recent walking audit experience
 - Reviewed STA SR2S Status report.
 - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
 - Received update from Benicia's SR2S representative
 - Discuss draft SR2S meeting timeline
 - Discuss details of task force agendas, roles, and responsibilities
- May 8, 2007
 - Receive countywide update on task forces from STA
 - Review draft plans as available

Phase 3 – STA Board adoption of the SR2S Study

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

Benicia

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

Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
 - Benicia USD, August 24, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

Benicia's SR2S Community Task Force – Two Committees	
City Council & School Board Liaison Committee	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
City Traffic Pedestrian & Bicycle Safety Committee	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

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

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

Private schools to be contacted for program inclusion:

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

Dixon

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	February 28
School Based Training Audit	Principal's meeting, March 22 Tentative audit dates in early April (possibly 14 th)
Independent School Based Audits Conducted	April to September
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	July 23 - 27
Third Community Task Force Meeting • Present Final SR2S Plan	October 8 - 12
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

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

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

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Fairfield

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
 - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Fairfield's SR2S Community Task Force		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Fred Wold	Retired-Part time PD
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

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

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

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	March 12
School Based Training Audit	Principal’s meeting, March 26 Tentative audit dates in late April (possibly 18 th or 25 th)
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	August 13 - 17
Third Community Task Force Meeting • Present Final SR2S Plan	October 15 - 19
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

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

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

Rio Vista

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	Late May
School Based Training Audit	Shared with Vacaville or Fairfield/Suisun
Independent School Based Audits Conducted	May - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 17 - 21
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 29 – November 2
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School District, November 2007

Rio Vista does not have identified private schools to contact.

Suisun City

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	Principal's meeting, March 26 Tentative audit dates in late April (possibly 18 th or 25 th)
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 20 - 24
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 22 - 26
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield Suisun USD, November 2007

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

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

Vacaville

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

Phase 2 – Community Task Forces – IN PROGRESS

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

Below are target dates for community task force meetings.

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

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

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

Vallejo

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Vallejo's SR2S Community Task Force		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	February 15
School Based Training Audit	April 21 at Steffan Manor Elementary
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	May 21 – 25
Third Community Task Force Meeting • Present Final SR2S Plan	September 24 – 28
Local Adoption of SR2S Plan	City Council Adoption, October 2007 School Board Adoption, October 2007

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

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

County of Solano

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

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

The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. **The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be up to the jurisdiction that has public right-of-way around that institution to aid in conducting a walking audit for inclusion in the locally adopted SR2S plans and the STA Countywide SR2S Plan.**

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

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

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DATE: April 16, 2007
TO: STA TAC
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
2007 Lower-Emission School Bus Program (LESBP) Particulate Matter Retrofit	Geraldina Grunbaum, BAAQMD (414) 749-4956	May 11, 2007
Regional Transportation Fund for Clean Air Program	Geraldina Grunbaum, BAAQMD (414) 749-4956	June 29, 2007
California State Parks Habitat Conservation Fund	David Smith California Department of Parks and Recreation (916) 651-8576	October 1, 2007



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

TO: STA TAC
FROM: Robert Guerrero, Senior Planner

This summary of the Lower-Emission School Bus Program Particulate Matter Retrofit is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Bay Area Public School Districts and school transportation companies under contract with Bay Area public school districts to provide transportation services.

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

Funding Available: \$1.8 million

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

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

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

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



FUNDING OPPORTUNITY

Regional Transportation Fund for Clean Air Program

Due June 29, 2007

TO: STA TAC
FROM: Robert Guerrero, Senior Planner

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

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

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

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

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

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



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

TO: STA TAC
FROM: Robert Guerrero, Senior Planner

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

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

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

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

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

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

Previous awards in Solano County:

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

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

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

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



**Solano Transportation Authority
Board Meeting/Workshop Highlights
April 11, 2007
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the April 11, 2007 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of April 11, 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
Mike Smith (Alternate Member)	City of Dixon
Jack Batson (Alternate Member)	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Jim Sperring	County of Solano

BOARD MEMBERS ABSENT:

Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield

SPECIAL PRESENTATION BY CTC COMMISSIONER CARL GUARDINO

New California Transportation Commission (CTC) Member Carl Guardino addressed the STA Board on countywide transportation issues.

ACTION - FINANCIAL

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

Recommendation:

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

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

BOARD MEMBER DISCUSSION ITEMS – WORKSHOP

- A. Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level**
Robert Guerrero presented and discussed the 1.) Solano TLC Program History; 2.) STA's Role in Programming TLC Funds; 3.) Current TLC Project Activities in Solano County; and 4.) Options for Future TLC Program.
- B. Project Delivery Workshop**
Janet Adams provided a general overview of the projects the STA will be involved with delivery in over the next three (3) years and the role the STA will take in each phase of the project.

CONSENT CALENDAR ITEMS

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

- A. STA Board Minutes of March 14, 2007**
Recommendation:
Approve STA Board Minutes of March 14, 2007.
- B. Review Draft TAC Minutes of March 28, 2007**
Recommendation:
Receive and file.
- C. Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project**
Recommendation:
Approve the Project Plans and Specifications (PS&E) and full project design for the Green Valley Bridge (GVB) Widening Project.
- D. Contract Amendment No. 8 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR 12 Interchange Project**
Recommendation:
Approve the following:
1. Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group (PDMG) for Project Management services for the environmental phase of the I-80/I-680/SR 12 Interchange for an amount not to exceed \$300,000;
2. Authorize the Executive Director to amend the consultant contract with PDMG for Project Management services until September 2009.
- E. Paratransit Coordinating Council (PCC) Appointment**
Recommendation:
Appoint Deanna DuPont as a Social Service Provider representative to the PCC.

F. Solano Pedestrian Advisory Committee (PAC) Appointment

Recommendation:

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

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

Recommendation:

Approve the following:

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

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

Recommendation:

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

UPDATE FROM STAFF:

Caltrans Report

None presented.

Metropolitan Transportation Commission (MTC) Report:

Member Sperring provided a report on various MTC related matters.

STA Report

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

INFORMATIONAL ITEMS

A. Corridor Studies Involving Solano and Yolo Counties:

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

NO DISCUSSION

- B. Safe Routes to School (SR2S) Update**
- C. State Route (SR) 12 Safety Plan Update**
- D. Proposition 1B Transportation Infrastructure and Proposition 1C Transit Oriented Development Low Income Housing Funds**
- E. Legislative Update – April 2007**
- F. Solano Commute Challenge Update/Bike to Work Week May 14-18, 2007**
- G. Regional Transportation Plan Update and Bay Area FOCUS**
- H. Transit Capital and Operating Funding**
- I. Project Delivery Update**
- J. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2007-08**
- K. Updated STA Board Meeting Schedule for Calendar Year 2007**
- L Funding Opportunities Summary**

ADJOURNMENT

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



DATE: April 18, 2007
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated 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 STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

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

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 3	9:00 a.m.	SR 12 Steering Committee	Suisun City Hall	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
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 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.	<i>Pedestrian Advisory Committee (PAC)</i>	<i>STA Conference Room</i>	<i>Tentative</i>
July 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
August 2	6:30 p.m.	<i>Bicycle Advisory Committee (BAC)</i>	<i>STA Conference Room</i>	<i>Tentative</i>
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.	<i>Pedestrian Advisory Committee (PAC)</i>	<i>STA Conference Room</i>	<i>Tentative</i>
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.	<i>Bicycle Advisory Committee (BAC)</i>	<i>STA Conference Room</i>	<i>Tentative</i>
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.	<i>Pedestrian Advisory Committee (PAC)</i>	<i>STA Conference Room</i>	<i>Tentative</i>
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.	<i>Bicycle Advisory Committee (BAC)</i>	<i>STA Conference Room</i>	<i>Tentative</i>
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