



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, June 27, 2007
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
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 <i>Recommendation: Approve the following consent items in one motion.</i> (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting May 30, 2007 <i>Recommendation:</i> <i>Approve minutes of May 30, 2007.</i> Pg. 1	Johanna Masiclat
B. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the attached FY 2007-08 TDA matrix for the Cities of Fairfield and Suisun City.</i> Pg. 7	Elizabeth Richards

TAC MEMBERS

<u>Dan Schiada</u>	<u>Royce Cunningham</u>	<u>Gene Cortright</u>	<u>Brent Salmi</u>	<u>Fernando Bravo</u>	<u>Dale Pfeiffer</u>	<u>Gary Leach</u>	<u>Paul Wiese</u>
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

- C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2007-08 Work Program** Judy Leaks

Recommendation:

Forward a recommendation the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2007-08 for Solano County.

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- D. STA Fiscal Year (FY) 2007-08 Marketing Plan** Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to approve the STA Fiscal Year (FY) 2007-08 Marketing Plan.

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VI. ACTION FINANCIAL ITEMS

- A. Intercity Transit Funding Agreement** Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to execute a Fiscal Year (FY) 2007-08 Intercity Transit Funding Agreement based on the core concepts and cost sharing identified in Attachments A and B.

(1:50 – 1:55 p.m.)

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

Recommendation:

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

(1:55 – 2:00 p.m.)

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- C. Jepson Parkway Detailed Preliminary Engineering** Janet Adams

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

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

(2:00 – 2:05 p.m.)

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

Janet Adams

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

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

(2:05 – 2:10 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

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

Daryl Halls

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Overall Work Program (OWP) for Fiscal Year (FY) 2007-08 and FY 2008-09.

(2:10 – 2:20 p.m.)

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B. Solano Transit Consolidation Study

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board and provide input, preferences and concerns regarding the transit consolidation options as specified in Attachment B.

(2:20 – 2:40 p.m.)

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

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to submit the Draft 2007 Solano Congestion Management Plan (CMP) to MTC for review and comment.

(2:20 – 2:50 p.m.)

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VIII. INFORMATIONAL ITEMS

A I-80 High Occupancy Vehicle (HOV) Lanes Ramp Metering Commitment

Janet Adams

Informational

(2:50 – 2:55 p.m.)

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- | | |
|---|-------------------------|
| <p>B. State Route (SR) 12 Update
 <u>Informational</u>
 (2:55 – 3:00 p.m.)
 Pg. 101</p> | <p>Robert Macaulay</p> |
| <p>C. Legislative Update
 <u>Informational</u>
 (3:00 – 3:05 p.m.)
 Pg. 107</p> | <p>Jayne Bauer</p> |
| <p>D. Safe Routes to School (SR2S) Update
 <u>Informational</u>
 (3:05 – 3:10 p.m.)
 Pg. 109</p> | <p>Sam Shelton</p> |
| <p>NO DISCUSSION</p> | |
| <p>E. Regional Measure 2 (RM 2) Update
 <u>Informational</u>
 Pg. 111</p> | <p>Janet Adams</p> |
| <p>F. Regional Transportation Plan (RTP) Update
 <u>Informational</u>
 Pg. 123</p> | <p>Robert Macaulay</p> |
| <p>G. Project Delivery Update
 <u>Informational</u>
 Pg. 141</p> | <p>Sam Shelton</p> |
| <p>H. Funding Opportunities Summary
 <u>Informational</u>
 Pg. 147</p> | <p>Sara Woo</p> |
| <p>I. STA Board Meeting Highlights – June 13, 2007
 <u>Informational</u>
 Pg. 153</p> | <p>Johanna Masielat</p> |
| <p>J. Updated STA Board and Advisory Committee Meeting Schedule for 2007
 <u>Informational</u>
 Pg. 159</p> | <p>Johanna Masielat</p> |

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 29, 2007.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
May 30, 2007

I. CALL TO ORDER

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

Present:

TAC Members Present:

Arrived at 2:07 p.m.

Michael Throne	City of Benicia
Royce Cunningham	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:

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

Others Present:

(In Alphabetical Order)

Jake Armstrong	County of Solano
Birgitta Corsello	County of Solano
Mike Duncan	City of Fairfield
Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Dan Tolvtvar	County of Solano
Nancy Whelan	Nancy Whelan Consultant

II. APPROVAL OF THE AGENDA

On a motion by Michael Throne, and a second by Gary Leach, the STA TAC unanimously approved the agenda with the exception to table Item V.E., Intercity Transit Funding Agreement Proposal.

III. OPPORTUNITY FOR PUBLIC COMMENT

Jake Armstrong, County of Solano GIS Coordinator, presented the Solano Regional GIS proposal.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC approved Consent Calendar items A through D. Agenda Item V.E, Intercity Transit Funding Agreement Proposal was tabled until the next meeting in June.

A. Minutes of the TAC Meeting of April 25, 2007

Recommendation:

Approve minutes of April 25, 2007.

B. Yolo-Solano Air Quality Management District Clean Air Fund Recommendations for Fiscal Year (FY) 2007-08

Recommendation:

Receive and file.

C. 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 the following:

1. \$222,247 in FY 2007-08 BAAQMD TFCA funds for SNCI's Ridesharing Activities and Incentives; and
2. Issue a second call for the remaining balance of \$87,247 in FY 2007-08 BAAQMD TFCA funds.

D. Transportation for Livable Communities (TLC) and Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program

Recommendation:

Forward a recommendation to the STA Board to issue a call for TLC capital and ECMAQ eligible Alternative Fuels projects for Fiscal Year (FY) 2007-08 and FY 2008-09.

E. Intercity Transit Funding Agreement Proposal

In concurrence with the Transit Consortium's request, this item was tabled until the next meeting in June.

VI. ACTION ITEMS

A. State Transit Assistance Funds (STAF) Draft Proposed Funding for Fiscal Year (FY) 2007-08

Elizabeth Richards outlined the proposed draft list of projects and programs for FY 2007-08, which includes funding for Countywide Transit Coordination and Administration by the STA along with a variety of operational and capital projects and programs.

At an earlier meeting, the Consortium requested to amend the Project List for FY 2007-08 deleting the Transit Consolidation Implementation and moving the associated costs into the balance. The TAC concurred with this request. The TAC also amended the preliminary FY 2008-09 Project List to delete Transit Consolidation Implementation and moving the associated costs into the reserve balance.

After discussion, the TAC further amended the FY 2007-08 Project List deleting the Transit Capital and moving the associated costs into the balance.

Recommendation:

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

1. Approve the list of FY 2007-08 Northern County Solano STAF projects and programs as outlined on Attachment C with amendments; and
2. Approve the list of FY 2008-09 projects and programs as outlined on Attachment D.

On a motion by Dale Pfeiffer, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation as amended.

B. Allocation of Solano Bicycle Pedestrian Program (SBPP) Funds

Robert Guerrero outlined this year's allocation of SBPP program funds reviewed by the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) at their May 3rd and May 17th, 2007 meetings. He identified the total recommended funding of the SBBP program of \$953,098 for FY 2007-08.

Recommendation:

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

1. FY 2007-08 SBPP funding for the following projects:
 - a. City of Fairfield's West Texas Street Gateway Project for \$73,000;
 - b. City of Vacaville's Nob Hill Bike Path for \$300,000;
 - c. City of Vacaville's Ulatis Creek Bike Path for \$127,098;
 - d. Solano County's Suisun Valley Road for \$110,000; and
 - e. Solano County's Vacaville Dixon Bikeway, Phase II for \$343,000;
2. Dedicate \$744,000 in FY 2007-08 SBPP funding for the City of Benicia's State Park Bike/Ped Bridge project and City of Fairfield's McGary Road project to combine with funding recommended for both projects in FY 2008-09.

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

C. Legislative Update

Robert Macaulay reviewed Assembly Bill (AB) 842 (Jones), Senate Bill (SB) 375, and Air Quality/Global Climate Change. He indicated that to specifically address the recent and future developments in global warming strategies, STA staff recommends a draft policy pertaining to amending the STA 2007 Legislative Priorities and Platform to add the following policy under Air Quality (Platform I):

Monitor the implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning process

Recommendation:

Forward a recommendation to the STA Board to:

1. Take the following positions on proposed state legislative items:
 - AB 842 (Jones) – Watch
 - SB 375 (Steinberg) – Watch; and
2. Amend the STA 2007 Legislative Priorities and Platform to add the following policy under Air Quality (Platform I):
Monitor the implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning process.

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

VII. INFORMATION ITEMS

A. Discussion of Draft STA Overall Work Plan (Priority Projects) for FY 2007-08 and FY 2008-09

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

B. Solano Transit Consolidation Study

Elizabeth Richards provided an update to the outreach effort for the Solano Transit Consolidation Study. She indicated that the Board feedback in May requested completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return of the Board in July.

C. Regional Transportation Plan Update

Robert Macaulay indicated that the Metropolitan Transportation Commission (MTC) is no longer requesting the Bay Area Congestion Management Agencies (CMAs) submit project lists for the areas they cover by July 31, 2007. He stated that MTC has asked that projects be major capitol and operational improvement projects that are derived from the Freeway Performance Initiative and other current plans or corridor studies that are well defined.

NO DISCUSSION

- D. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County**
- E. North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan**
- F. Safe Routes to Schools (SR2S) Update**
- G. Project Delivery Update**
- H. Funding Opportunities Summary**
- I. STA Board Meeting Highlights – May 9, 2007**
- J. Updated STA Board and Advisory Committee Meeting Schedule for 2007**

VIII. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, June 27, 2007.

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DATE: June 15, 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.

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 Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix as the basis for its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

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

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding Group which is developing a cost-sharing agreement for intercity routes. An initial agreement on the intercity cost-sharing agreement had been reached by six (6) jurisdictions: the County of Solano, and the cities of Benicia, Dixon, Rio Vista, Vacaville, and Vallejo. With this concurrence, they were able to process their FY 2007-

08 TDA claims. Two of these jurisdictions (City of Benicia and City of Rio Vista) were approved at the May 2007 STA Board meeting subsequent to the April TAC and Consortium meeting. Therefore, the TDA matrix update was presented at the May TAC and Consortium meetings for informational purposes.

Discussion:

The City of Fairfield, which also claims City of Suisun City TDA funds to operate Fairfield/Suisun Transit (FST), had not agreed to the intercity cost-sharing by the end of May. STA staff continued to work with Fairfield/Suisun Transit staff and this issue has now been resolved. FST will be contributing their share of TDA for intercity services based upon the formula agreed to through the FY 2007-08 Intercity Funding Agreement.

TDA claims need to be reviewed by the Paratransit Coordinating Council (PCC) before MTC will approve the claims. After further discussions with MTC and Solano transit staff, it was determined that a July PCC would allow the most expeditious processing of FY 2007-08 TDA claims. The July PCC meeting will be held Friday, July 20; the next PCC meeting is September 21st. TDA claims need to be forwarded to STA staff at least nine (9) days before the PCC meetings.

Recommendations:

Forward a recommendation to the STA Board to approve the attached FY 2007-08 TDA matrix for the Cities of Fairfield and Suisun City.

Attachment:

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

**A color copy of the
FY 2007-08 TDA Article 4/8 Matrix
has been provided to the TAC members
under separate enclosure.**

**You may obtain a copy of the
FY 2007-08 TDA Article 4/8 Matrix
by contacting the STA at (707) 424-6075.**

Thank you.

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DATE: June 18, 2007
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2007-08
Work Program

Background/ Discussion:

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA, through Bay Area Air Quality Management District (BAAQMD) and Eastern Congestion Mitigation Air Quality (ECMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. In FY 2007-08, the Napa County Transportation and Planning Agency (NCTPA) will be contributing local BAAQMD Transportation for Clean Air (TFCA) funds.

The air district and ECMAQ funds have allowed the SNCI program to introduce services that would not otherwise be available such as, commuter incentives, the emergency ride home program, and a wide range of localized services.

The FY 2007-08 SNCI Work Program includes the following nine major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work Campaign
8. General Marketing
9. Partnerships

The proposed SNCI FY 2007-08 Work Program is provided in Attachment A.

Fiscal Impact:

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD TFCA funds, and ECMAQ funds.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2007-08 for Solano County.

Attachment:

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2007-08

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2007-08**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2007 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.



DATE: June 14, 2007
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA Fiscal Year (FY) 2007-08 Marketing Plan

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program. The marketing objectives include:

- Inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, research, community events and the media.
- Coordinate the marketing of SolanoExpress intercity transit services countywide. This effort has included the development and updating of the SolanoExpress brochure, wall maps, production of SolanoExpress bus passholders, bus wraps (vehicle branding), and other activities.
- Target the identity and branding of Solano Paratransit, which resulted in the design of vehicles wraps which is currently being implemented and will be expanded to printed materials.
- Increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Discussion:

STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past four (4) years to assist in marketing efforts. They were most recently reselected through a Request for Proposal (RFP) process in 2006. On June 13, 2007, the STA Board approved Amendment No. 1 to the MIG contract, which extends the contract for MIG's marketing services through FY 2007-08.

Implementation of the FY 2007-08 Marketing Plan will begin after the July 2007 STA Board meeting pending its approval. The one-year Plan guides the marketing efforts the STA as a whole as well as STA managed programs including SolanoExpress, Solano Paratransit, and SNCI. The goal is to increase public awareness and to inform the public about the STA and these programs. The Marketing Plan will be carried out by STA staff with consultant support. Existing strategies will be reviewed and new marketing methods will be developed and implemented as appropriate. This is a particularly advantageous time to promote alternative modes of transportation due to the increase in gasoline prices.

The recent STA Board emphasis on safety improvements and a proactive public education effort to State Route 12 has resulted in an increased marketing effort and products. The SR 12 Steering Committee is providing guidance for staff's public education efforts which has already resulted in the creation of a separate "SR 12 STATUS" fact sheet, participation in a countywide safety fair, redesign of a public awareness campaign, and plans for creating media messages for local radio and cable television broadcast.

Fiscal Impact:

Funding for marketing, including consultant services, is included in the FY 2007-08 STA budget approved by the Board on July 13, 2007. The funding covers a combination of STA Marketing, SolanoExpress Marketing, Solano Paratransit, and SNCI Marketing accounts.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Fiscal Year (FY) 2007-08 Marketing Plan.

Attachment:

- A. STA Proposed FY 2007-08 Marketing Plan

Solano Transportation Authority Proposed FY 2007-08 Marketing Plan

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

- The **STA** strives to inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, research, community events and the media.
- The STA also coordinates the marketing of **SolanoExpress** intercity transit services countywide. This effort has included the re-branding of SolanoLinks to SolanoExpress, the development and updating of the SolanoExpress brochure, wall maps, production of SolanoExpress bus passholders, bus wraps (vehicle branding), and other activities.
- The identity and branding of **Solano Paratransit** has resulted in the design of vehicle wraps and will be expanded to printed materials.
- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Marketing products and plans for FY 2007-08 include, but are not limited to, the following:

STA – Overall Agency

- STA Agency brochure “Working for You”: Redesign (to include Annual Report highlights), write, produce and distribute tri-fold color brochure with photos.
- State legislative booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal reauthorization booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- TEA-21 Reauthorization booklet: Write, design, produce and distribute 16-page plus cover color document with photos.
- 2007 STA Annual Report: Write, design, produce and distribute 20-page plus cover color document with photos.
- Quarterly “STA STATUS” newsletter: Write, produce and distribute 4-page color document with photos.
- Quarterly “SR 12 STATUS” fact sheet: Write, produce and distribute 2-page color document with photos.

- SR 12 public awareness campaign: Work with SR 12 Steering Committee to continue efforts to educate the public about the safety improvements on SR 12 through newsletters, events, press conferences, signage, and other activities.
- Safe Routes to School: Design and produce a periodic newsletter to inform Solano residents about the ongoing efforts of providing safe routes to school.
- Community outreach: Participate in community events that bring awareness to transportation projects and concerns to Solano County residents. Host public forums to engage citizens in relevant transportation issues.
- Media: Create media messages on relevant transportation topics for broadcast on local radio and cable television (interviews on mayor's shows, public service announcements) programs; produce press releases to inform the public about transportation projects and programs.
- Signage: Work with partner agencies to ensure signs are posted announcing STA-funded transportation projects in progress, and the STA logo is included on such signs.
- Website: Redesign and continual content update. Explore new methods of communicating with Solano residents through the Internet.
- 2007 Annual Awards Ceremony: Plan and hold annual recognition ceremony for excellence in transportation planning, projects and programs.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency (i.e., Benicia-Martinez bridge opening in Fall 2007).

SolanoExpress Intercity Transit

- Update and produce brochure to market current and future services for SolanoExpress.
- Design an integrated campaign which could include placement of advertising pieces in local electronic and print media venues targeting Solano County residents, branding SolanoExpress routes and stops, incentives, and other strategies.
- Update SolanoExpress website.
- Reprint passenger comment card.

Solano Paratransit

- Update and produce brochure to market current services for Solano Paratransit.
- Placement of van wraps as needed to promote and bring recognition of service to Solano County residents.
- Update Paratransit Coordinating Council (PCC) brochure to promote PCC's role/services.
- Reprint passenger comment card.

SNCI (including Solano and Napa counties):

- Market SNCI program and other Transportation Demand Management (TDM) services to Solano and Napa employers and business communities.
- Implement and evaluate 2007 Solano Commute challenge.
- Promote countywide Emergency Ride Home programs.
- Design and implement an SNCI awareness campaign.
- Evaluate and update commuter incentive programs and marketing materials.
- Evaluate and update vanpool services and marketing program.
- Develop year-end mailer for SNCI employer and/or vanpool distribution.
- Design and implement 2008 Bike to Work/School promotional campaign.
- Update Bikelinks map and other bicycle promotional materials.
- Public outreach through events, displays, direct mail, electronic and print media.
- Partner with other agencies to cross-promote TDM services.



DATE: June 18, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
Nancy Whelan, Nancy Whelan Consulting
RE: Intercity Transit Funding Agreement

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and each city in Solano County. The agreement covered nine (9) intercity routes operated by four transit operators and was based on three (3) 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 ITF 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 were 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 (RM 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 ITF 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 A. 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 B. Each option is described in Attachment C. 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 is shared based on 20% population and 80% on ridership by jurisdiction of residence by route.

Subsequent to the ITF Working Group’s agreement to move ahead with the STA Modified Proposal, the City of Rio Vista indicated that the proposed FY 2007-08 subsidy required of their city was too great relative to the services received. Rio Vista is the one Solano County city that is not directly served by at least one SolanoExpress Route. The STA Board has approved that the City of Rio Vista will continue to contribute approximately the same amount paid in FY 2006-07. This is similar to the arrangement made with the County of Solano. The STA Board also approved that the balance of their formula share (\$9,561) be replaced with STAF Northern Counties share funding.

Based on the discussions with the ITF Working Group and subsequent individual meetings, all jurisdictions have agreed to the subsidy amounts required for FY 2007-08 and are preparing their TDA claims based on the agreed upon amounts. As of May 16, 2007, the following jurisdictions will prepare their FY 2007-08 TDA claims based on the agreed upon intercity funding shares:

Jurisdiction	Amount
Benicia	\$356,822
Dixon	\$99,983
Rio Vista	(TDA Only) \$6,471
Vacaville	\$582,821
Vallejo	\$1,404,991
County of Solano	\$130,000

Subsequent to May 16th, the City of Fairfield, which also claims Suisun City TDA, has agreed to contribute their share based upon the formula contingent upon the approval of Northern County STAF funds being allocated to Fairfield/Suisun Transit for transit capital in the amount of \$230,000. With this approval (see separate staff report), Fairfield would contribute \$944,699 of TDA to the intercity cost-sharing and Suisun City would contribute \$239,814.

Fiscal Impact:

This funding agreement fully funds intercity services for FY 2007-08 and is consistent with the FY 2007-08 TDA matrix.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to execute a Fiscal Year (FY) 2007-08 Intercity Transit Funding Agreement based on the core concepts and cost sharing identified in Attachments A and B.

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

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**Solano Transportation Authority
Intercity Transit 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 ongoing 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 (except between Fairfield and Suisun City where local service is provided by Fairfield/Suisun Transit) 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	
51	No	No	No	
52	No	No	No	
70	Yes	Yes	Yes	X
75	?	Yes?	No	
80	Yes	Yes	Yes	X
85	Yes	Yes	Yes	X
90	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 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 City of Rio Vista's formula share will be subsidized with \$9,561 in State Transit Assistance – Northern Counties share funds in Fy 2007-08. 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 for two 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**

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% ²	Dixon Proposal: County Off the Top, Population 20%, Ridership 80% ²	STA Modified Proposal Version ⁴	FY 07 Agreement ⁵
Benicia	\$365,565	\$352,300	\$347,446	\$331,229	\$356,822	\$626,955
Dixon	\$101,884	\$98,716	\$75,182	\$71,673	\$99,983	\$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

25

Notes:

1. 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"

2. Dixon Proposal Population shares are based on population of jurisdictions directly served by the route.

4. 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.

5. 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

Population 20%, Ridership 80%

20% of the cost of each route is allocated to each jurisdiction based on their share of the total county population.
80% of the 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 cost of each route.
Remaining costs are shared using 20% population, 80% ridership formula described above.

Dixon Proposal: Population 20%, Ridership 80%

20% of the 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 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 cost of each route.
Remaining costs are shared as follows:
20% of the 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 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 cost of each route, up to a maximum of \$130,000.
Remaining costs are shared as follows:
20% of the cost of each route is allocated to each jurisdiction based on their share of the total county population.
80% of the 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.



DATE: June 18, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Allocation of State Transit Assistance Funds (STAF)
Funding for Fiscal Year (FY) 2007-08 Amendment No. 1

Background:

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

Until FY 2006-07, Solano County had typically received between \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF has been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning and transit efforts.

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF for both the Northern Counties and the Regional Paratransit. In FY 2006-07, the initial fund estimate was significantly lower than the final estimate. In July 2006, a new STAF fund estimate was approved by the Metropolitan Transportation Commission (MTC) and reflected a substantial increase in funds allocated to all population-based STAF funds including the Solano Northern County category. The Solano Northern County funds available for allocation was increased from \$1,175,474 to \$3,112,418. The majority of this increase was “one-time” funds resulting from Prop. 42 repayment and spillover. As these were not projected to be long-term increases, these funds were not used for on-going operating expenses but rather for one-time projects, particularly capital. The STA Board approved a series of amendments with the last one in December 2006.

MTC’s February 2007 Northern County-Solano STAF estimate includes the FY 2006-07 carryover of \$2,098,608 and new funds in the amount of \$750,387 for a total of \$2,848,995. The carryover totals reflect a significant portion of FY 2006-07 funds was not claimed and most of this was intentional. A summary of the funds not claimed, but saved for FY 2007-08 allocation, is outlined on Attachment A. This includes \$1,000,000 for vehicle capital match, nearly \$400,000 for intercity transit operating, \$125,000 for

Solano Express Marketing, and several other smaller transit projects. After these projects are taken into account, the actual carryover available for new allocations is \$57,108.

By combining the adjusted carryover of \$57,108 with the new funds of \$750,387, a total of \$807,495 is available for programming. The list of projects and programs approved by the STA Board in June is outlined on Attachment A which resulted in a balance of \$428,223.

Discussion:

The approved FY 2007-08 STAF list includes \$1,000,000 is Transit Capital. These funds had been reserved from the unusually large amount of STAF revenue received in FY 2006-07. In February 2007, the STA Board determined that this \$1,000,000 not be specifically allocated to transit capital projects in the near-term. The State's November 2007 Proposition 1B included funds for transit capital and the STA Board's direction was to take into account those transit capital funds to have more complete information on all the revenue that may be available to address local transit capital needs. Although the Prop. 1B transit capital funds available for Solano have not been ent decided by MTC, discussions to date indicate that a higher level of funds will become available. STA staff has determined that allocating some of the \$1,000,000 of STAF funds for transit capital would be acceptable.

Under the proposed FY 2007-08 Intercity Transit Funding (ITF) agreement, Fairfield/Suisun Transit (FST) significantly increased their contribution. The increase to Fairfield and Suisun City combined amounted to over \$300,000 based on the number of their riders and percentage of population. The next highest increase was realized by Vacaville at \$75,000. FST uses all of its TDA funds for transit – both transit operating and capital. To assist FST transition to an increasing amount of their TDA being directed to intercity transit operations, a request was made for \$230,000 in assistance from STAF. STA staff recommends that \$230,000 of the \$1,000,000 in STAF capital funds be allocated to FST in FY 2007-08. This will off-set some of their transit capital costs being funded with TDA and make those funds available for intercity transit operating costs. Contingent upon approval of these funds for capital projects, Fairfield staff has agreed to the FY 2007-08 Intercity Transit Funding agreement contribution per the cost-sharing formula.

Vallejo Transit has a myriad of transit capital needs and uses all their TDA funds for transit capital and operating. Vallejo Transit has two federal grants to purchase vehicles, both in need of local match. To advance one of these grants by completing the grant match for one of these, \$266,000 of Northern County STAF is recommended to be allocated from the \$1,000,000 set aside for transit capital match.

With approval of the two items recommended above, a total of \$496,000 of the \$1,000,000 of STAF funds would be allocated and leave a balance of \$504,000. Total balance of the STAF funds would remain unchanged at over \$428,223.

Fiscal Impact:

At this time of year, local agencies are in the process of preparing the FY 2007-08 TDA claims. Timely approval of this STAF amendment would greatly assist the Solano County's two largest transit operators provide funding matches for critically needed local bus purchases.

Recommendation:

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

Attachments:

- A. Approved FY 2007-08 STAF project list
- B. Proposed amended FY 2007-08 STAF project list

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Approved¹
**State Transit Assistance Funds Program
Allocation for FY 2007-08**

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u> ²	FY 2007-08
Projected FY 2006-07 Carryover	\$2,098,608
Adjusted FY 2006-07 Carryover ³	\$1,818,608
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
Total	\$2,848,995

FY 2007-08 Projects/Programs Preliminarily Approved

Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit Rt. 40/90 Operations ⁴	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ³	\$ 165,000
I-80 HOV/Turner PSR ⁵	\$ 65,000
Intercity SolanoExpress Transit Marketing ³	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match ⁴	\$ 62,500
Lifeline Projects Match ⁴	\$ 54,000
Fairfield Transit Study ⁴	\$ 60,000
Preliminarily Approved Subtotal:	\$1,761,500

FY2006-07 Carryover not Preliminarily Approved	\$ 57,108
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
TOTAL:	\$ 807,495

Draft Projects/Programs

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) ⁶	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
TOTAL:	\$ 379,272

Balance **\$ 428,223**

¹ STA Board 06/13/07

² Based upon MTC Reso 3793 (Feb 2007)

³ Excludes FY2006-07 funds (\$280,000) not allocated at time carryover was estimated, but claimed later in FY2006-07.

⁴ Approved as part of the two-year RM2 agreement (12/06)

⁵ Unclaimed balance of FY2006-07 approval

⁶ Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.

Proposed Amendment No. 1
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates¹</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$2,098,608
Adjusted FY2006-07 Carryover	\$1,818,608
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
Total:	\$2,848,995

FY2007-08 Projects/Programs Preliminarily Approved

Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit	\$ 230,000
Vallejo Transit	\$ 266,000
Reserved for Capital Funding/ Intercity Vehicles	\$ 504,000
	\$1,000,000

Fairfield/Suisun Transit Rt. 40/90 Operations ³	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ³	\$ 165,000
I-80 HOV/Turner PSR ⁴	\$ 65,000
Intercity Solano Express Transit Marketing ³	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match ⁴	\$ 62,500
Lifeline Projects Match ⁴	\$ 54,000
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TOTAL:	\$ 807,495

Draft Projects/Programs

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Intercity Transit Funding Operations (Vjo/Rio Vista) ⁵	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
TOTAL:	\$ 379,272
Balance	\$ 428,223

¹ Based upon MTC Reso 3793 (Feb 2007)

² Excludes FY2006-07 funds (\$280,000) not allocated at time carryover was estimated, but claimed later in FY2006-07.

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⁴ Unclaimed balance of FY2006-07 approval

⁵ Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.



DATE: June 15, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Detailed Preliminary Engineering

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that 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, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville) have been completed.

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

Discussion:

The EIR/EIS process has been exhaustive due to the need to study a wide range of alternatives and the proximity of environmentally sensitive habitats within the project area. For example, a segment of one of the alternatives is the Walter Road Extension. The proposed new roadway is proposed to be constructed within the City of Fairfield, through an area of seasonal wetlands, and a vernal pool with associated federally-listed species habitat. Additionally, the City of Fairfield is engaged in a Specific Plan process for the area surrounding the proposed Vacaville-Fairfield train station along the Capitol Corridor. The Specific Plan is examining alternative land use and circulation schemes, including possibilities for the alignment of Jepson Parkway through this stretch of the corridor.

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, such as the Contra Costa goldfields, and other sensitive habitats, including vernal pools.

In February 2007, the STA Board approved a new lead consultant team be brought on-board to complete the PA&ED (Project Approval & Environmental Document). PBS&J is the lead consultant for the delivery of the EIR/EIS. A draft document is currently being reviewed by Caltrans and local agencies.

PBS&J has evaluated environmental and other key issues that have stalled the project, and had assumed that adequate engineering work to support the DEIS/DEIR was completed to date. However, it has been determined that additional engineering work is needed to support the release of the DEIS/DEIR. This work will be done by PBS&J and includes corridor mapping and surveying to be used for the basis of the cost estimate update. The DEIS/DEIR will be released for public comment in July/August 2007 with final scheduled for May 2008.

To continue the progress on the Project, the STA in partnership with Solano County, the City of Fairfield and City of Vacaville to complete detailed preliminary engineering for the alternatives. This work may lead to final design for the preferred alternative and priority segment. The STA would issue Request for Proposals (RFP) for these services funded through the 2006 State Transportation Improvement Program (STIP) Augmentation dedicated to the project.

Fiscal Impact:

The work will be funded with approximately \$1.22 million from FY 2007-08 2006 STIP Augmentation funds that were programmed for the Project.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

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



DATE: June 15, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: State Route (SR) 12 Jameson Canyon Co-Project Manager

Background:

The Purpose and Need for the Jameson Canyon Project on State Route (SR) 12 from I-80 in Solano County to and including SR 12/29 intersection in Napa County is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. A Phase 1 Project has been identified, this includes adding an additional lane in each direction and constructing a concrete median barrier.

Through the Proposition 1B Corridor Mobility Improvement Account (CMIA), a substantial local State Transportation Improvement Program (STIP) investment along with a State STIP investment, the Phase 1 Project is fully funded and expected to begin construction in 2010.

Currently Caltrans is the lead agency for the environmental phase of the project. This Phase was initiated in March 2001 funded through the Traffic Congestion Relief Program TCRP. Caltrans schedule to release the draft environmental document for public comment is August 2007.

The cost estimate from Caltrans is for the Phase 1 Project is:

PA/ED	\$6.9 M
Design	\$7.7 M
Right-of-Way	\$19.2 M
(Capital & Support)	
Construction	\$105.7 M
(Capital & Support)	
<hr/> TOTAL	<hr/> \$139.5 M

See Attachment A for the fact sheet of this Phase 1 Project.

Discussion:

SR 12 is a vital link between Solano and Napa Counties. The Solano Transportation Authority (STA) and the Napa County Transportation and Planning Authority (NCTPA) support the timely completion of the Project in the most cost effective solution that meets the Project Purpose and Needs.

In May 2007, the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. (See Attachment A) The MOU outlines roles and responsibilities of a multi-agency represented project team, provides a tiered management approach to the project delivery as well as a cost reporting and financial responsibility structure. This MOU will require follow-up Cooperative Agreements between Caltrans, STA, and NCTPA.

The MOU includes provisions for a co-Project Manager (PM) with STA and NCTPA retaining an external PM that would work in partnership with Caltrans assigned PM. NCTPA and STA staffs have discussed having the STA contract with a highly qualified consultant PM to work jointly with the three agencies. This PM would draft follow-up on Cooperative Agreements for the project. Further, the PM would provide an assessment of the current progress of the environmental document and implement the terms of the MOU.

To facilitate the hiring of the PM, STA staff proposes to use non-project specific funds until a Cooperative Agreement can be implemented with Caltrans using Project funds for this work. Based on the expected timeline to get an approved Cooperative Agreement in place with Caltrans, STA will plan for a year of non-project related funds for these PM services. Attachment C is the draft Request for Proposal (RFP) for the PM.

Fiscal Impact:

The estimated cost for the Project Management contract for one year is \$100,000 which will be funded by a combination of STA's Planning, Programming, and Monitoring (PPM) funds. This initial year costs are expected to be the highest with the implementation of the PM structure and tools.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

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

Attachments:

- A. Phase 1 Project Fact Sheet
- B. Draft RFP for Project Management Services



Jameson Canyon Road Widening & Median Barrier



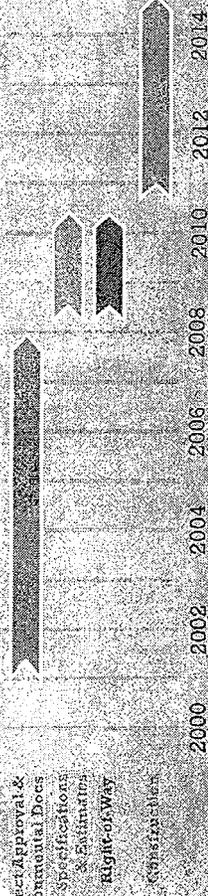
Project Scope

On State Route (SR) 12, from SR 29 in Napa County of Red Top Road in Solano County. This project proposes to widen SR 12 from two to four lanes in two phases.

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

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

Delivery Timeline



Phase 1 Funding

In thousands

Congestion Management Improvement Account

\$73,990

STP Regional Augmentation

\$33,500

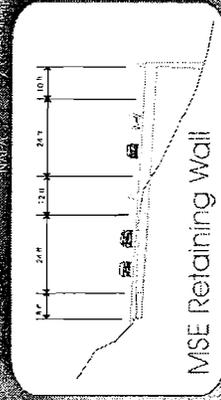
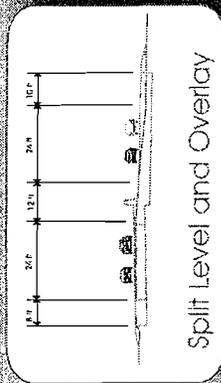
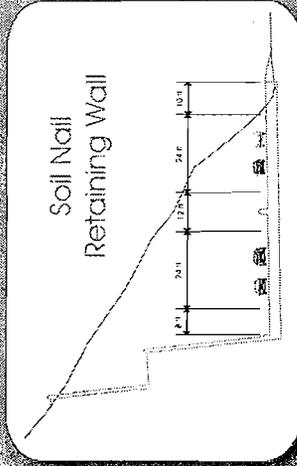
STP Interregional Augmentation

\$12,110

Prior Funds

\$19,900

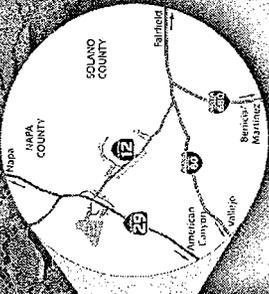
TOTAL COST = \$139,500



CONCRETE BARRIER OPENING

CONCRETE BARRIER OPENING

Truck Climbing Lane Project



SOLANO COUNTY

Maple

SR 12

SR 29

Berkeley

Napa

Elgin

Elgin

Elgin

Elgin

Elgin

Elgin

Elgin

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Request for Proposals (Project 2007-0X)

for

Project Management Services

for

Jameson Canyon Project

in

Solano and Napa Counties

By the

Solano Transportation Authority

RESPONSES DUE:

3:00 PM, DATE

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

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**Request for Proposals (Project 2007-0X)
for
Project Management Services
for
Jameson Canyon Project
in
Solano and Napa Counties**

TABLE OF CONTENTS

1. Introduction
2. Services to be Provided
3. Project Description
4. RFP Submittal Requirements
5. Selection of Consultant
6. Selection Process Dates

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**Request for Proposals (RFP 2007-0X)
for
Project Management Services**

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. STA serves as the Congestion Management Agency for Solano County and is responsible for programming State and Federal funding for transportation projects within the county. Over the past few years, STA has taken on additional responsibilities in the delivery of priority projects and as part of this effort the STA in partnership with Caltrans and the Napa County Transportation and Planning Authority (NCTPA) are working to deliver the Jameson Canyon Project.

SECTION 2 — SERVICES TO BE PROVIDED

The STA intends to retain a qualified and committed professional engineering firm to provide Project Management services required for delivery of the Jameson Canyon Project (PROJECT). The selected consultant will work closely with STA, as well as NCTPA and Caltrans. The consultant will be responsible to insure the timely delivery of the PROJECT that meets the identified scope and needs of the stakeholders.

This PROJECT does have an executed Memorandum of Understanding (MOU) between Caltrans, NCTPA and the STA for its overall delivery. This Project Manager will be expected to fulfill the duties as provided for in the MOU (attached). This Project Manager will work closely with the Caltrans Project Manager to deliver the PROJECT.

Disadvantaged Business Enterprise (DBE) Requirements:

While this contract is not subject to specific DBE Requirements, the STA encourages participants to utilize services of disadvantaged business enterprises. {Don't you folks have goals?}

The consultant will provide the following services:

1. DEVELOP ORGANIZATION AND PROCEDURES

- Recommend Approval of the Task Managers (a Task Manager may be a consultant)
- Recommend the extent to which consultant support is necessary and make recommendations to the Project Leadership Team on consultant selection
- Provide vision for the entire Project Team
- Make sure that teamwork is occurring within the Discipline and Task Teams
- Develop the Project Work Plan and Staffing Plan, including a project organization chart for approval for each independent project
- Lead the development and implement the Project Control procedures
- Develop a documented Project scope of work
- Process and make recommendations for changes in scope, schedule and budget

2. COMMUNICATION PLAN

- Prepare and distribute agendas, minutes and reports for various project meetings
- Establish and operate a document/correspondence management and distribution system
- Manage the public relations plan for the PROJECT
- Oversee the preparation of necessary exhibits
- Make presentations on behalf of the PROJECT
- Make certain that agendas for public, inter-agency and PROJECT meetings are prepared and distributed
- Make certain that meeting places are arranged and that necessary equipment is available
- Assist Executive Committee in public hearings
- Prepare quarterly progress reports for the Executive Committee, STA and NCTPA Boards
- Make annual and as needed reports and presentations to the CTC, the STA and NCTPA Boards, and other governmental agencies
- Prepare media releases

3. BUDGET CONTROL

- Develop a funding plan for the PROJECT and/or independent projects
- Oversee the annual compilation of the complete PROJECT and independent project estimate
- Lead the creation of the PROJECT and independent project budget down to the Task Level
- Review and approve the proposed Task budgets
- Monitor PROJECT and independent project expenditures at the Task Level
- Prepare a quarterly financial report showing the current approved budget and expenditures to date by fund source, and expected expenditures in the future.
- Report to the Executive Committee on PROJECT and independent project financial status
- Recommend approval of any scope changes that are beyond the approved budget and independent project contingency to the Executive Committee

- Assist in the documentation necessary for federal, state and/or regional reimbursement funding.

4. SCHEDULE CONTROL

- Oversee the development and approve the PROJECT and independent project schedules
- Review the Task schedules
- Monitor overall PROJECT and independent project schedules
- Implement methods to keep PROJECT and independent projects on schedule
- Provide necessary direction to the PROJECT Scheduler
- Report to the Executive Committee on PROJECT and independent project progress
- Develop quarterly reports on progress and percent complete

5. INTER-AGENCY COORDINATION

- Carry out communication per the Communication Plan
- Assure information moves agency to agency
- Monitor agency activities

6. QUALITY ASSURANCE

- Ensure consistency between independent projects
- Hold the Task Team members accountable for implementing the QA plan

7. TECHNICAL COORDINATION

- Recommend selection of consultants along with other interview panel members
- Direct the development of Task Orders
- Coordinate technical activities performed by the Task Teams

8. LEGAL REQUIREMENTS

- Develop RFPs, Cooperative Agreements with Caltrans and technical agreements
- Confirm that terms of agreements and contracts accomplish the purposes for which they are created

9. CONTRACT ADMINISTRATION

- Provide overall coordination and management as assigned by the Cooperative Agreements
- Monitor progress on the contracts based upon information compiled by the Project Controls staff
- Approve changes to the PROJECT scope, schedule and budget that remain within the approved scope and budget contingency within a specific PROJECT phase
- Review and recommend payment of invoices

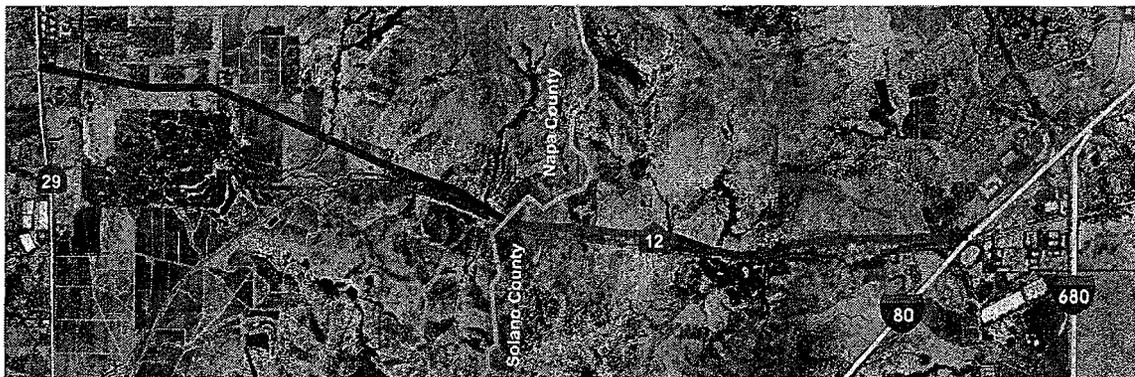
10. AESTHETICS

- Coordinate aesthetics for the PROJECT

11. RISK MANAGEMENT

- Identify potential risk issues.
- Minimize scope, cost and schedule changes
- Develop contingency plans for scope, cost and schedule changes

SECTION 3 — Project Description



* Solano County's 2.8 mile portion of State Route 12 between the County line and I-80 is in red; Napa County's 3.3 mile portion is shown in blue.

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

The existing SR 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This PROJECT will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County. The purpose of this PROJECT is to add capacity to relieve traffic congestion and upgrade the facility to improving safety and operations along the route.

The environmental document will combine the PROJECT and the SR 12/29 Interchange Improvement into a single study area for a comprehensive environmental evaluation and approval. Currently the environmental document is expected to be a Negative Declaration for CEQA and FONSI for NEPA.

Draft Environmental Document – August 2007
Environmental Document – January 2008

Caltrans is the current lead on completing the environmental document. The STA, NCTPA and Caltrans are working together in partnership to expeditiously complete the document. The completion of the environmental document has been impacted by various issues since it

**Request for Proposals, Project No. 2007-0X
Project Management Services**

**Solano Transportation Authority
DATE**

inception in 2001. These issues have affected the cost and schedule.

SECTION 4 — RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal shall not exceed a total of 20 single-sided, 8.5" x 11" pages. These page numbers includes the transmittal letter, copies of resumes may included in an appendix, which will not be counted toward the page limitation.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for at least a 90-day period and should include the name, title, address, telephone number, and e-mail address of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Janet Adams, P.E., Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

3. *Project(s) Understanding:* This section shall clearly convey the consultant's understanding of the nature of the work, including coordination with and approvals from STA, NCTPA, Caltrans and other agencies.
4. *Approach and Management Plan:* This section shall provide the firm's proposed approach and management plan for providing the services.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant that will be available for these projects. Please emphasize the specific qualifications and experience from projects similar to this project. Replacement of the Project Manager will not be permitted.
6. *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).
7. *References:* Provide at least three references (names and current phone numbers) from recent work (previous three years) similar to these projects. Include a brief description of each project associated with the reference, and the role of the respective team member.

8. *Submittal of Proposals:* Six (6) 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, “**Proposals Enclosed.**”
9. *Cost Proposal:* A cost proposal should be submitted in a separate sealed envelope titled “**Consultant Cost Proposal.**” The cost submittal should indicate the number of anticipated hours by the Project Manager. The estimated level of hours for other staff, if anticipated, can be summarized in general categories. The cost proposal shall include the estimated cost by general category.

SECTION 5 — 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 the Project Manager.
2. Project understanding and approach, including reviews, approvals and coordination processes, and an understanding of STA, NCTPA and Caltrans.
3. Experience with environmental, right-of-way and design documents, including State and Federal procedures.
4. Demonstrated technical ability
5. Satisfaction of previous clients.
6. Capability of developing innovative or advanced techniques to complete the environmental document.

The firms will be invited to an interview on DATE. The Project Manager shall 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 consultant.

Once the top firm has been determined, STA staff will start contract negotiations with the firm. If contract negotiations are not successful, the second ranked firm/team may be asked to negotiate a contract with STA, etc. Provided the negotiations are proceeding well, the STA may elect to initiate a portion of the work scope with a Notice to Proceed (NTP), prior to execution of the contract.

SECTION 6 — SELECTION PROCESS DATES

DATE: **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.*

DATE: Interviews for consultant selection.

DATE: Consultant selection approval by STA Board.

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

Janet Adams, P.E.
Director of Projects
Phone (707) 424-6010
Fax (707) 424-6074
jadams@sta-snci.com

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DATE: June 15, 2007
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: STA Overall Work Plan (Priority Projects) for Fiscal Year
(FY) 2007-08 and FY 2008-09

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08 included a list of 42 priority projects, plans and programs. This list included a total of 18 projects, 11 plans or studies, and 13 programs.

As of May 2007, one project and two plans have been completed of which two are recommended for deletion from the Overall Work Program as part of the adoption of the updated two-year work plan. These include the SR 113 State Highway Operations and Protection Program (SHOPP) funded project completed by Caltrans in downtown Dixon in 2006 and the SR 12 Transit Study completed by STA in 2006. The Union Street-Main Street Reopening Feasibility Study was also completed, but the City of Suisun City, the City of Fairfield and County of Solano have requested the STA continued to evaluate and assess options for reopening the connection between downtown Fairfield and Suisun City. This effort is proposed to continue as part of the assessment of future corridor improvements on SR 12.

Discussion:

Attached is STA's proposed Overall Work Program (OWP) for FY 2007-08 and FY 2008-09 that has been prepared by STA staff. This draft OWP contains a total of 40 projects, plans and programs/services that cover the range of activities of the STA directed and authorized by the STA Board for the next two years.

SUMMARY OF OWP

The STA's proposed OWP includes a total of 17 projects, 10 plans or studies, and 13 programs or services. The revised list of OWP projects have been modified to delete projects completed in the previous fiscal year or combined with other projects of a related nature. The projects are not ranked in terms of relative priority, but are grouped according to one of three of the STA departments responsible for implementing the specified project tasks. STA serves as the lead agency for the vast majority of these tasks and either serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) or one or more of our member agencies in the implementation of the remainder.

PROJECTS

The draft OWP contains a total of 17 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency. The STA continues to serve as lead agency for the following projects:

1. I-80/I-680/State Route (SR) 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. Jepson Parkway Project
5. Travis Air Force Base Access Improvements

Through a memorandum of understanding (MOU), the STA will also serve as co-lead agency with California Department of Transportation (Caltrans) and the Napa County Transportation Planning Agency (NCTPA) for the SR 12 Jameson Canyon project.

As an agency responsible for funding a variety of transportation projects and programs, STA will also be monitoring the progress of six (6) projects where Caltrans is responsible for project delivery:

1. SR 12 West- Truck Climbing Lane Project
2. I-80 Red Top Slide Project
3. Benicia Martinez Bridge Project
4. I-80 SHOPP Projects
5. SR 12 SHOPP Projects
6. HWY 37 Landscaping/Mitigation

The STA has also provided or oversees funding for five (5) projects/services that are being delivered by local agencies:

1. Capitol Corridor Rail Stations
2. Baylink Ferry Support and Operational Funds
3. Regional Measure 2 Capital Projects
4. Solano Express Routes 30/90 Management
5. Solano Paratransit Management

PLANS

The FY 2007-08 and FY 2008-09 OWP contain ten (10) specific planning efforts or studies. These include the following:

1. SR 12 Median Barrier and Rio Vista Bridge Study
2. I-80 Corridor Management Policies
3. Union Street/Main Street Reopening Feasibility Study
4. Safe Routes to Schools Plan
5. SR 113 Major Investment Study
6. SR 29 Major Investment Study
7. Update of Countywide Traffic Safety Plan
8. Comprehensive Transportation Plan Update
9. Transit Consolidation Study
10. Community Based Transportation Planning (CBTP)

PROGRAMS

The STA also administers and monitors a variety of transportation programs and services in partnership with our member agencies. These include the following:

1. Monitor Delivery of Local Projects/Allocation of Funds
2. Abandoned and Vehicle Abatement Program
3. Congestion Management Program
4. Countywide Traffic Model & Geographic Information System
5. Transportation for Livable Communities Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program
6. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
7. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
8. Clean Air Fund Program and Monitoring
9. STA Marketing/Public Information Program
10. Paratransit Coordinating Council
11. Intercity Transit Coordination
12. Lifeline Program Management
13. Solano Napa Commuter Information Program

Staff has prepared the proposed OWP with modifications to reflect updated project activities and funding. The OWP was discussed with the STA TAC and Transit Consortium at their meetings in May and with the STA Board at their meeting in June.

Recommendation:

Forward a recommendation to the STA Board to approve STA's Overall Work Program (OWP) for Fiscal Year (FY) 2007-08 and FY 2008-09.

Attachment:

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

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SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<u>I-80/680/SR 12 Interchange</u> A. Interchange EIR/EIS > Alt B and Alt C B. Cordelia Truck Scales C. Breakout Logical Components Status: Environmental studies are underway. Anticipate Public Hearing in Summer 2008. Estimated Completion Date (ECD): Draft Environmental Document Aug 2008 Final Environmental Document Aug 2009	STA	\$9M TCRP \$50M RM2 \$100M AB 1171 Current Shortfall in funding \$1B	X	X	X	\$8.1 M for EIR/EIS \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
2. 55	<u>North Connector</u> A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) Status: Environmental Document to be completed Fall 2007. Coop w/ City of Fairfield, and County for project is approved. ECD: Final Environmental Document Fall 2007 Construction East Segment begins Summer 2009	STA (East and West Segments) City of Fairfield (Central Segment)	\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$2M County of Solano Central Segment \$32M (TBD) West Section	X	X	X	\$2.7 M EIR/EA \$81.6 M (Capital Cost)	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
3.	<u>I-80 HOV Projects</u> A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes. Construction is programmed with Prop 1B CMIA and Fed Earmark funds. Construction to begin April 2008. B. <u>WB I-80 Carquinez Bridge to SR 29</u> – This project has a completed PSR by Caltrans. Project is currently unfunded. C. <u>I-80 HOV(Vallejo)/Turner Parkway Overcrossing</u> - STA Lead for PSR 18 months to complete PSR estimated completion date Oct 2008. D. <u>Air Base Parkway to I-505</u> – This project is Long-Term project #25 and is currently unfunded.	STA	\$9M RM 2 \$56M CMIA \$14.8M Fed Earmark Potential RM2 from adjacent Project in Contra Costa County PSR - Fed Demo Unfunded PSR and Capital	X	X	X	\$60 M (Capital Cost) \$20 M \$100 M (HOV Lanes Capital Cost) \$111 M (Capital Cost)	Projects Janet Adams
4.	<u>Jenson Parkway Project</u> A. Walters Road Extension B. Vanden Road C. Walters Road D. Leisure Town Rd (Alamo - Vanden) E. Leisure Town Rd (Orange - Alamo) F. Cement Hill Road Status: EIS/EIR on-going, STA is completing the Envir. Document, with Draft for Public comment Summer 2007, Final Summer 2008. STA to work with Partners to develop corridor funding agreement and priority implementation schedule	STA Partners: Vacaville Fairfield County	STIP 2006 STIP Aug Fed Demo Local	X	X	X	\$135 M (Capital Costs)	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
5.	<u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u> A. North Gate Access B. South Gate Access (priority) Status: Travis AFB identified the South Gate as the priority gate for improvements. STA lead working with County, City of Fairfield/Suisun City, and Travis AFB to develop Implementation Plan. Next steps are environmental and design of South Gate concurrent with Environmental for North Gate. STA to seek additional funds for North Gate Improvements.	STA County	\$3.2M Federal Earmark	X	X		\$7.6 M	Projects Janet Adams
6/57	<u>State Route (SR) 12 Bridge and Median Barrier Study</u> A. <u>SR 12/Church Road PSR</u> STA lead. start summer 2007 B. <u>Rio Vista Bridge Study</u> STA lead. start summer 2007 Coop approved w/ Rio Vista/County/STA C. <u>Median Barrier PSR</u> STA lead, Suisun City to Rio Vista	STA STA STA Caltrans	STA PSR Funds Rio Vista – Fed Earmark FY 2007-08 & FY 2008-09 PPM Funds SHOPP	X	X	X	\$ TBD - (Capital Cost) \$ TBD – Capital Cost \$ TBD – Capital Cost	Projects Janet Adams
7.	<u>State Route (SR) 12 Safety Improvements</u> Caltrans lead; immediate improvements by end of 2007, \$46 M improvements begin construction in 2008	Caltrans	SHOPP	X	X	X	\$50M	Projects Caltrans



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features) Status: Received notification of State Planning Grant in June 14, 2007	STA	\$250,000 SP&R \$62,500 STAF Local Match		X		N/A	Projects Janet Adams
9.	<u>State Route (SR) 12 Jameson Canyon (Phase I)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Status: Caltrans has the current lead on the MND/IS Environmental Document. STA/NCTPA/Caltrans agreed to partnership with MOU to move forward as the lead agency in completing this project. STA/NCTPA to hire a Co-Project Manager. ECD: Final Environmental Document Jan 2008 Begin construction Aug 2010	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X	X	X	\$139 M	Projects Janet Adams NCTPA Caltrans
10.	<u>Union Street/Main Street Reopening Feasibility Study</u> Status: STA to combine this work with County Wide Railroad Safety Plan	STA	Unfunded	X	X	X		Projects/Planning Janet Adams Robert Macaulay



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
11.	<u>Solano Countywide Safe Routes to Schools (SR2S) Plan</u> Status: 1. Phase I presentations to City Councils and School Boards complete. 2. Phase II Community Task Force meetings underway. 3. Phase III SR2S Plan Adoption to begin in September. Implementation Program to be recommended to the STA Board after adoption of the plan.	STA	STP Planning Gas Tax	X	X		\$120,000 + STA Staff costs	Projects Sam Shelton
12. 59	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> Status: ongoing activity, STA pursuing development of tracking system for these projects. ECD: Ongoing activity. Local Streets & Roads next Cycle is Jan 2008.	STA	STIP-PPM STP/STIP Swap	X	X	X	N/A	Projects Sam Shelton
13.	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> <ul style="list-style-type: none"> • Vallejo Station • Solano Intermodal Facilities • Capitol Corridor Improvements 	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM2	X	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
14.	<u>SR 12 West-Truck Climbing Lane Project (Phase I)</u> Westbound SR 12 from I-80 to approx 1 mile. Status: Construction is scheduled to begin summer 2009.	Caltrans	SHOPP	X	X	X	\$7.4 M	Projects Caltrans
15.	<u>I-80 Red Top Slide Project</u> A. North side completed February 2005. B. South side construction expected to be completed 2007. ECD: 2007	Caltrans	SHOPP	X	X		\$10 M North side \$6.5 M South side	Projects Caltrans
16.	<u>Benicia-Martinez Bridge Project</u> Status: New Bridge to open end 2007 ECD: Once new bridge opens Caltrans will begin existing bridge deck rehabilitation work	Caltrans	RM1 RM2	X	X	X	\$1.2 B	Projects Caltrans
17.	<u>I-80 SHOPP Rehabilitation Projects</u> A. <u>Near Fairfield to American Canyon - Upgrade Median Barrier</u> (start 2008) B. <u>In Vallejo - Tennessee Street to American Canyon - Rehab Rdwy</u> (start 2008) C. <u>Near Vallejo - American Canyon to Green Valley Road - Rehab Rdwy</u> (start 2008) D. <u>Air Base to Leisure Town OC - Rehab Rdwy</u> (start 2008) E. <u>SR 12 East to Air Base - Rehab Rdwy</u> (start 2009)	Caltrans	SHOPP	X	X	X	\$124 M	Projects Caltrans



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
18.	<u>Highway 37 Project</u> Mitigation site and Landscaping Status: Under construction	Caltrans	STIP	X	X		\$0.65 M	Projects Caltrans
19.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado
20.	<u>SR 113 MIS</u> Status: Project underway; consultant retained and work initiated ECD: June 2008	STA	Funded – Partnership Planning Grant	X	X		\$208,000	Planning Robert Guerrero
21.	<u>SR 29 MIS</u> Status: New project. Unfunded. Target for FY 2008-09	STA	Unfunded			X		Planning Robert Guerrero
22.	<u>Update of Countywide Traffic Safety Plan</u> A. Safe Routes to Transit B. Railroad Crossings C. Flood Protection Mitigation D. Emergency Response E. Disaster Preparedness, Response and Recovery	STA	Gas Tax	X	X	X		Planning Robert Macaulay Sara Woo



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
23.	<u>Congestion Management Program (CMP)</u> A. 2007 CMP B. Revisit Impact Fee Study (FY 2007-08) <ul style="list-style-type: none"> ◆ SR 12 Corridor Improvement Funding Study ◆ SR 113 Corridor Improvement Funding Study 	STA	STP Planning Future impact fee Future impact fee. T-PLUS	X	X	X		Planning Robert Macaulay Robert Guerrero Robert Guerrero
24. 62	<u>Countywide Traffic Model and Geographic Information System</u> A. Development of new model (transit) – Phase 2 (Transit) B. Develop 2035 Model C. Maintenance of Model D. Geographic Information System/ Aerial Photo Status (Model): Current land use, network, mode assignment complete; consultant working on 2035 elements and projections ECD: Phase 2: Fall 2007 Status (GIS): STA currently has access to County-developed maps and data Funding Agreement for aerial photo being negotiated ECD: Photo agreement – winter 2007	STA Solano County	STP-Planning NCTPA	X	X	X	\$205,000	Planning/Projects Robert Macaulay Sam Shelton



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

25.	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	EST. PROJECT COST			DEPARTMENT LEAD STAFF	
				FY 2006-07	FY 2007-08	FY 2008-09		
25.	<p>Capitol Corridor Rail Stations Status: Oakland-Sacramento Regional Rail Study completed. Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: approved by CC/IPB on 1-16-05. FF developing station specific plan. \$25M included in RM2.</p> <p>B. Dixon: station building and parking lot completed; track and roadway improvements not determined</p> <p>C. Benicia: City re-examining train station and ferry service options.</p> <p>D. Preserve Right-of-Way for Future Napa Solano Passenger Rail</p> <p>ECD: Ongoing</p>	<p>City of Fairfield</p> <p>City of Dixon</p> <p>City of Benicia</p> <p>STA</p>	<p>RM2 ADPE-STIP ITIP Local RTIP E. CMAQ YSAQMD Clean Air Funds</p>	X	X	X	<p>\$35M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p>	<p>Planning Robert Macaulay Robert Guerrero</p>
26.	<p>Development of STA's Transportation for Livable Communities (TLC) Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program</p> <p>A. TLC Corridor Studies 1. North Connector 2. Jepson Parkway Plan Update 3. Rio Vista SR 12 Design Concept</p> <p>B. County TLC Plan Update C. TLC Capital Grant Monitoring D. TLC Planning Grant Monitoring E. Alternative Modes Funding Strategy F. Funding Strategies and Priorities Plan</p>	<p>STA</p>	<p>Regional TLC CMAQ TE STP Planning</p>	X	X	X	<p>\$40,000 (North Connector TLC)</p>	<p>Planning Robert Guerrero</p>



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
64	27. <u>Implementation of Countywide Bicycle Plan Priority Projects</u> A. Solano Bikeway Phase 2 Vallejo-Hiddenbrook to Fairfield B. Jepson Parkway Bikeway (next phase) C. Benicia Bike Route: State Park/I-780 D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) E. Vacaville – Dixon Bike Route Phase II F. North Area Bike/Ped Trail Plan Status: Countywide Bicycle Plan and new 5-year priority list update needed ECD: Ongoing	City of Fairfield City of Benicia City of Suisun City Solano County STA	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program TDA Art 3/ Bay Ridge Trail (TBD)	X	X	X	\$2-\$3 M \$3.2M \$543,000	Planning Robert Macaulay Robert Guerrero
	28. <u>Countywide Pedestrian Plan and Implementation Plan</u> Status: Update bike/ped plan, including additional TLC concepts and links. A. Fairfield Linear Park B. Union-Main Street Pedestrian Enhancement ECD: Ongoing	STA Solano County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X	X		\$3-\$5M (Capital Cost) \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Robert Guerrero



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29. <u>Comprehensive Transportation Plan Update</u> A. Update Routes of Regional Significance B. Add Safety Elements for SR 12, SR 113 C. Add Alternative Fuels Element D. SNCI Update E. I-80/I-680/I-780 Update F. Transit Consolidation Element	STA	Not identified		X			Planning Robert Macaulay Robert Guerrero
30. <u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD	STA YSAQMD	TFCA Clean Air Funds	X	X	X	\$340,000 Annually (TFCA) \$390,000 Annually (Clean Air)	Planning Robert Macaulay Robert Guerrero
31. <u>STA Marketing/Public Information Program</u> A. Website B. Materials C. Events D. STATUS	STA	STAF TFCA Gas Tax Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Judy Leaks
32. <u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility Status: Continue to pursue funding.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33. <u>Solano Express Route 30/90 Management</u> A. Performance Monitoring B. Funding Agreement Update Status: Update funding and monitoring agreement annually. On-going monitoring.	STA	STAF TDA	X	X	X		Transit/Rideshare Elizabeth Richards



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	<u>Solano Paratransit Management</u> A. Assessment Study follow-up B. Performance Monitoring C. Funding Agreement Update D. Explore alternative service models E. Vehicle Purchase Grant Administration F. Marketing and Increase awareness of Solano Paratransit (brochures) Status: Update monitoring and funding. Wraps completed. Brochure needs updating.	STA	STAF	X	X	X	\$25,000	Transit/Rideshare Elizabeth Richards Judy Leaks
35.	<u>Paratransit Coordinating Council</u> A. Manage committee & update materials B. Increase membership C. Assist with implementation of Senior and Disabled Transportation Plan priority projects Status: Membership has been increased. Update and implement PCC Work Plan.	STA	STAF	X	X	X	\$25,000	Transit/Rideshare Elizabeth Richards Judy Leaks

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SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2006-07 / FY 2007-08 / FY 2008-09
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study B. Vallejo Study FY 2007-08 C. Vacaville FY 2008-09 Status: Issue RFQ for remaining studies ECD: Studies – June 2008; Implementation 2009.	STA/MTC	MTC/CBTP STAF	X	X	X	\$30,000 \$60,000	Transit/Rideshare Elizabeth Richards
39.	<u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects C. Project Selection D. Monitor Projects Status: Advisory Committee formed. First round of funds awarded FY 2006-07. Establish contract & monitoring procedures for 6 initial Lifeline projects. Second call for projects mid-FY 2007-08.	STA/MTC	STAF	X	X	X	\$15,000	Transit/Rideshare Elizabeth Richards
40.	<u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns F. Events G. Teleservices Status: New Employer Commute Challenge implemented. Marketing, Incentives, and implemented. Update Bikelinks, Commuter Guide, and other materials.	STA	MTC TFCA ECMAQ	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Judy Leaks



DATE: June 18, 2007
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study 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). Subsequently, STA issued a Request for Proposal (RFP) and DKS Associates was selected to conduct the Transit Consolidation Study.

In early 2007, a kick-off meeting and several project meetings have been held with DKS Associates and David McCrossan from the subconsultant (HDR) who is leading the critical outreach element of this project. To identify a wide variety of perspectives and potential issues, a great deal of outreach is being conducted ranging from interviews with transit operator staff, other city staff, public officials, and others.

The consultants attended the February STA Transit Subcommittee. STA Boardmembers/Councilmembers identified that each had different ways to outreach to fellow council members. The direction was that the public official interviews should be completed first and direction sought from these STA Board members on how each individual jurisdiction would recommend gathering input from their fellow Council members. This would be in lieu of presentations to all City Councils.

Discussion:

Interviews with STA Board members and Board alternates began in March 2007 and continued through April and May. In addition, staff interviews began in April and have

continued into May and June. As presented in previous staff reports, a list of ten (10) questions were developed to guide the interviews. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted.

Based on initial public official input, outreach to transit users will be conducted at this point in the study process. To address this, the consultants held a focus group meeting with the STA's Paratransit Coordinating Council (PCC) members in May. In addition, two focus group sessions with transit users are scheduled the week of June 18th.

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

A preliminary analysis of alternatives is nearing completion for presentation to the TAC and Consortium in June and the STA Board in July. A supplemental report will be forwarded prior to the committee meetings.

Fiscal Impact:

STAF funds are included in the STA budget for the study.

Recommendation:

Forward a recommendation to the STA Board and provide input, preferences and concerns regarding the transit consolidation options as specified in Attachment B.

Attachments:

- A. STA Transit Consolidation Goals and Criteria
- B. Draft Transit Consolidation Options Report (To be provided under separate cover.)

SOLANO TRANSPORTATION AUTHORITY

TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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

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DATE: June 18, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Draft 2007 Solano Congestion Management Program (CMP)

Background:

California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax revenue. This includes Level of Service (LOS) standards on the CMP network and transit performance measures. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP. The STA Board approved the current Solano CMP in October of 2005.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's nine CMPs for consistency every two years.

MTC also periodically adopts a new Regional Transportation Plan (RTP), and uses CMPs as one of the sources of information for roadway networks and land uses used in the RTP update. MTC is in the process of updating the Transportation 2030 plan, and will use the 2007 Solano CMP to inform that update.

Discussion:

LOS information for the CMP network was received from the Cities of Fairfield, Suisun City, Vacaville and, Vallejo, and from the County of Solano. None of the CMP roadways or intersections had an LOS that fell below the established standard. The City of Vacaville provided information on the public transportation portion for the CMP.

The following is a list of changes made to the 2005 Solano CMP in the Draft 2007 Solano CMP:

- The Transit section has been substantially altered to reflect recent ridership survey and consolidation work.
- LOS Calculations for 2007 have been added to the CMP LOS Inventory.
- The CMP Capital Improvement Program has been changed to reflect the STA's current RTP submittals, including I-80/I-680/SR 12 interchange improvements.

- A new RTP performance element was added by MTC, and is reflected in the 2007 Solano CMP.
- Information regarding the Solano/Napa Travel Demand Model in the Appendix has been updated to reflect the current work being done in conjunction with the I-80 Smarter Growth Study.

On May 21, MTC issued new CMP consistency review guidelines, including a new schedule. The schedule below reflects MTC's direction, and speeds the process up by approximately 30 days:

June 27	TAC and Consortium recommends approval of Draft 2007 CMP.
July 11	STA Board approves Draft 2007 CMP and transmits the document to MTC.
July – mid August	MTC reviews and comments on Draft 2007 CMP.
August 29	TAC and Consortium review Final CMP, including changes made to accommodate MTC comments
September 12	STA Board approves 2007 CMP.
September 21	Final 2007 CMP due to MTC.
November 28	MTC Commission adopts CMP Consistency Findings and 2008 RTIP

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to submit the Draft 2007 Solano Congestion Management Plan (CMP) to MTC for review and comment.

Attachments:

- A. Draft 2007 CMP LOS Inventory of the Solano Congestion Management System
- B. Draft 2007 CMP Capital Improvement Program (To be provided under separate cover.)
- C. Draft 2007 Solano Congestion Management Program (To be provided under separate enclosure.)

**TABLE 1
2007 CMP System LOS Inventory**

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	D	E	F
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*	E
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*	D
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*	D
I-80	8.004	10.015	Solano County	E	D	D	D	D	C
I-80	10.015	11.976	Fairfield	E	C	C	D*	C	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F	E
I-80	15.57	17.217	Fairfield	F	F	F	E*	E	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F	E
I-80	21.043	23.034	Fairfield	F	D	D	D*	E	D
I-80	23.034	24.08	Vacaville	E	E	E	E	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D	C
I-80	28.359	32.691	Vacaville	F	C	D	D	C	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D	C
I-80	35.547	38.21	Solano County	F	D	D	D	E	D
I-80	38.21	42.53	Dixon	E	C	C	C*	C*	D
I-80	42.53	44.72	Solano County	E	D	D	C	D	D
I-505	0	3.075	Vacaville	E	B	B	D	B	B
I-505	3.075	10.626	Solano County	E	A	A	A	B	A
I-680	0	0.679	Solano County	F	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*	***
I-680	2.819	8.315	Solano County	E	C	C	C	D	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D	
I-780	0.682	7.186	Benicia	E	C	C	C*	C*	***
SR 12	0	2.794	Solano County	F	C	C	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B	C
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**	A
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*	A
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*	B
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*	C
SR 37	0	6.067	Vallejo	F	B	C	C*	C*	A
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*	A
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*	A
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*	A
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B	A
SR 113	8.04	18.56	Solano County	E	B	B	B	B	A

<p>* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD</p>	<p>RED: Roadway at LOS F. GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.</p>
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2007 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
LOCAL ROADWAY									
SR 113	18.56	19.637	Dixon	F	F	F	F	***	***
SR 113	19.637	21.24	Dixon	F	F	F	F	***	***
SR 113	21.24	22.45	Solano County	E	C	C	C	C	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
Military East			Benicia	E	***	***	***	C	***
Military West	W. 3rd	W. 5 ^b	Benicia	E	B	B	***	A	***
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***	C
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D	C
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C	D
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B	C
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***	C
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***	B
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F					
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard.					
*** TBD				Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

**A copy of the
Draft 2007 Solano Congestion Management Program
has been provided to the TAC members
under separate enclosure.**

**You may obtain a copy of the
Draft 2007 Solano Congestion Management Program
by contacting the STA at (707) 424-6075.**

Thank you.

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DATE: June 15, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: I-80 High Occupancy Vehicle (HOV) Lanes Ramp
Metering Commitment

Background:

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the I-80 High Occupancy Vehicle (HOV) Lanes project. These HOV Lanes will be for both east and westbound along approximately 8.7 miles of I-80, from Red Top Road to Air Base Parkway, to reduce existing and forecasted traffic congestion. The proposed project would accommodate traffic forecasts for the 2030 horizon year. Widening improvements would occur primarily within the existing median which includes constructing concrete median barrier or thrie-beam and paving to provide a HOV lane in each direction. The additional lanes will be enforced for carpools during peak commute periods only. The I-80 HOV Lanes project is being funded with Proposition 1B Corridor Mobility Improvement Account (CMIA) funds, a Federal Earmark, and Regional Measure 2 (RM 2) funds.

Ramp Metering has proven to be an effective traffic operations tool to maximize the efficiency of a corridor. The primary objective of metering is to reduce congestion and the overall travel time of the total traffic stream – on both freeway and surface streets.

Ramp metering reduces congestion by:

- Maintaining more consistent freeway throughput.
- Utilizing the capacity of the freeway corridor more efficiently.
- Providing incentives for increased use of carpools, vanpools, and public transit by including preferential lanes which offer time savings to HOVs at ramp meters.

Secondary benefits include the reduction of congestion-related accidents and air pollution.

Caltrans District 4 has a Ramp Meter Development Plan that states “ramp-meter provisions shall be included on all projects which propose additional mainline freeway capacity, construction of a new interchange, or modification of an existing interchange on freeway segments identified in the District’s Ramp Metering Development Plan.” Attachment B is the Districts Ramp Metering Development Plan. According to the Plan, I-80, I-680 and I-780 through Solano County are included in Caltrans Ramp Meter Development Plan and thus subject to the policy.

On November 8, 2006 the California Transportation Commission (CTC) adopted the Proposition 1B CMIA Program Guidelines. These guidelines state in part, “The Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. For urban corridor capacity improvements, the Commission intends to give priority to projects where there is a corridor system management plan in place to preserve corridor mobility or where there is a documented regional and local commitment to the development of an effective implementation of a corridor system management plan, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate. Development of a corridor system management plan may occur simultaneously with project implementation, as described in the project nomination.”

Ramp-metering provisions include HOV Lane bypass lanes at on-ramps, ramp-metering equipment, California Highway Patrol (CHP) enforcement areas, and geometrics sufficient to accommodate projected vehicle storage areas and the acquisition of right of way as necessary.

Discussion:

In order to expedite the delivery of the project, limited outside widening and no ramp work was included in the environmental document. As such the environmental work was able to be completed in a one-year time frame. The 100% Plans, Specifications & Estimated (PS&E) were submitted to Caltrans for final approval on June 18, 2007, with construction scheduled to begin by April 1, 2008. This tight schedule did not provide for the required ramp metering equipment to be installed with the HOV Lane Project with the exception of the CHP median enforcement areas that will be constructed as part of the Project. Due to the follow-on I-80 State Highway Operation and Protection Program (SHOPP) pavement rehabilitation projects that overlap the HOV Lane Project, the mainline freeway loop detectors will also not be installed as part of this project. In addition, the I-80/I-680/State Route (SR) 12 Interchange Project would reconstruct the existing I-80 Interchanges at Red Top Road, Green Valley Road, and Suisun Valley Road.

However, according to the Caltrans District 4 policy and the Proposition 1B CMIA application for the HOV Lanes, the ramp metering work will be required to be installed even though it was not completed as part of the original project. As such, the STA submitted a letter of commitment to Caltrans stating this intent (Attachment A). The implementation of the actual ramp metering will require a Memorandum of Understanding to be executed between the local cities and Caltrans.

This letter went directly to the STA Board in June 2007 as the language between STA and Caltrans was only just worked out in early June. A delay in STA committing to this ramp metering policy would have impacted the submittal of the PS&E to Caltrans and delay construction of the projects.

Fiscal Impact:

The I-80 HOV Lanes project is being funded with Proposition 1B Corridor Mobility Improvement Account (CMIA) funds, a Federal Earmark, and Regional Measure 2

(RM 2) funds. The cost to install the required equipment and ramp by-pass lane will be borne by the I-80/I-680/SR 12 – Phase 2 contract or RM 2 Funds dedicated to the Interchange. The estimated not-to-exceed capital costs only for this work is \$6 million.

Recommendation:
Informational.

Attachments:

- A. I-80 High Occupancy Vehicle (HOV) Lane Ramp Metering Commitment Letter dated June 15, 2007
- B. Caltrans Ramp Metering Development Plan

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Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

June 15, 2007

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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

**RE: Implementation of I-80 High Occupancy Vehicle (HOV) Lane Ramp
Metering and Traffic Operations System Equipment**

Dear Bijan:

The Solano Transportation Authority (STA) is currently the lead agency in the delivery of the I-80 High Occupancy Vehicle (HOV) Lane Project between Red Top Road and Air Base Parkway in Solano County. This project is funded with Proposition 1-B Corridor Mobility Improvement Account (CMIA) Funds, a Federal Earmark, and Regional Measure 2 (RM 2) funds.

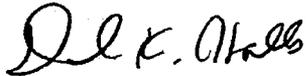
The majority of the on- and off-ramps within the limits of this project are expected to be reconstructed as a part of the future I-80/I-680/State Route (SR) 12 Interchange Project or other planned projects based on the I-80/I-680/I-780 Major Investment and Corridor Study. As such, it is expected that any ramp metering infrastructure, if implemented as part of the I-80 HOV Lane Project, will need to be replaced. In addition, it is further recognized that mainline I-80 pavement within the majority of the project will be subject to State Highway Operations and Protection Program (SHOPP) pavement rehabilitation projects immediately following the construction of the I-80 HOV Lane project, including a minimum 5-1/2" overlay (up to 9-1/2" including cross slope correction where required) over the existing lanes and the newly constructed HOV lanes. Consequently, it is requested to defer the implementation of mainline traffic monitoring systems and certain ramp infrastructure.

The STA is committed to implementing Ramp Metering and Traffic Operations Systems throughout the County. STA commits to initiating and funding a project for implementation of the deferred TOS elements and ramp-metering infrastructure, at an estimated construction cost not to exceed \$6 million, for the ramp metering system through the I-80 HOV Lane Project limits. These improvements are expected to be completed as part of the future I-80/I-680/State Route (SR) 12 Interchange Project, part of an interim ramp metering project and as part of planned improvements identified in the I-80/I-680/I-780 Major Investment and Corridor Study. The completion of this work would be consistent with the implementation of the corridor system management plans required by the CMIA

We look forward to working on funding transportation solutions in partnership with Caltrans and MTC. Should you have any questions, please feel free to call myself or Janet Adams, Director of Projects at (707) 424-6075.

Sincerely,

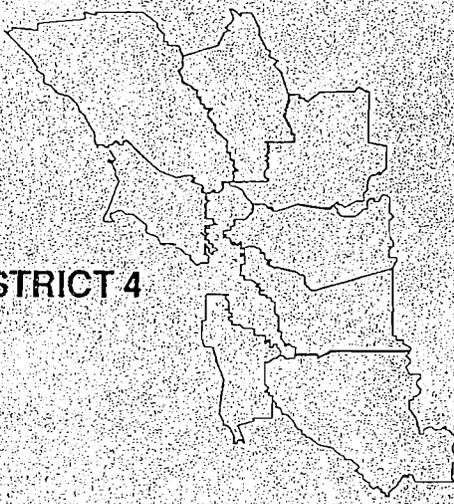
SOLANO TRANSPORTATION AUTHORITY



Daryl K. Halls
Executive Director

Cc: STA Board Members
Gene Cortright, City of Fairfield
Birgitta Corsello, County of Solano
Paul Wiese, County of Solano

RAMP
METER
DEVELOPMENT
PLAN



DISTRICT 4

A map of the Central Valley region of California, showing the outlines of several counties. The text 'DISTRICT 4' is centered below the map.

State of California
Business, Transportation, and Housing Agency
Department of Transportation
September 1997



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RAMP METER DEVELOPMENT PLAN

District 4

The Statewide Ramp Meter Development Plan (RMDP) is prepared every two years in accordance with Deputy Directive 35 and the Ramp Metering Policy Procedures to identify all freeway segments in each district, including on-ramps, freeway to freeway connectors and mainline locations, that are expected to be metered within the next ten years. Deputy Directive 35 establishes the policy for implementing ramp metering as an effective traffic management strategy.

This District 4 portion of the Ramp Meter Development Plan contains the following:

Deputy Directive 35 Ramp Metering January 1995

Ramp Metering Policy Procedures August 1997

District 4 Directive Ramp and Connector Metering November 1997

Map of Proposed and Existing Ramp Meters in District 4

List of Proposed and Existing Ramp Meters in District 4

Background

Metering has proven to be an effective traffic operations tool in maximizing the overall efficiency of a transportation corridor. The primary objective of metering is to reduce the overall travel time to the total traffic stream – both to freeway and surface street vehicles. By regulating entry volumes to provide smoother traffic flow, the inherent capacity of a freeway can be more consistently maintained.

Existing System

The existing metering system in District 4 consists of on-ramp meters, connector to connector meters and one mainline meter. In addition, high occupancy vehicle (HOV) preferential lanes are included at some locations. 3/10/

There are currently 118 active on-ramp and connector meter locations in District 4: 102 meter locations in Santa Clara County, 15 meter locations in Alameda County and 1 isolated ramp meter location in San Mateo County. There are 28 HOV preferential lanes in Santa Clara County and 7 HOV preferential lanes in Alameda County. 3/10/

All existing on-ramp and connector meters in District 4 are operated in a locally responsive mode. Metering rates depend only on freeway mainline conditions measured by detectors in the vicinity of each ramp. The existing metering systems are monitored daily by Office of Traffic Systems field personnel to ensure that the equipment is operating properly and that the operating strategies are appropriate. All adjustments to metering parameters are made at the controller cabinets in the field.

The mainline meter location consists of 14 metered lanes on westbound Route 80 in Alameda County just west of the San Francisco-Oakland Bay Bridge (SFOBB) toll plaza. These meters are an integral component of the SFOBB traffic management system and are monitored daily by Office of Traffic Systems' staff. There are also 4 non-metered HOV preferential lanes at the mainline meter location, which allow vehicles with three or more occupants, motorcycles and buses to bypass the toll plaza and meters.

Proposed System

The RMDP identifies all existing ramp meter locations and all corridors that are expected to be metered within the next ten years. The September 1997 RMDP includes a total of 1070 existing and proposed meter locations in District 4. The Office of Traffic Systems plans to implement meters at approximately 100 of the proposed locations within the next two years. Each time the plan is updated, recently implemented meter locations will join the active list and additional meter locations will be included in the proposed list. Priority locations for implementation are continually evaluated to ensure that all freeway segments where metering will be an effective traffic management strategy are included in the RMDP.

Implementation Strategies

Issues which may affect proposed metering implementation are discussed below:

SOFTWARE

Software is being developed to tie ramp metering, as well as all other Traffic Operations System (TOS) equipment, into the District 4 Transportation Management Center (TMC) and/or regional hubs. The new software will have the capability of metering using a 'system control' instead of a 'locally responsive' algorithm, so whole corridors can be metered more efficiently. As the currently operational ramp meters come on-line and are capable of being monitored and controlled remotely, resources which now perform daily site visits will hopefully become available to expand the metering system to its proposed ultimate size.

POLICY ENFORCEMENT

The November 1997 District 4 Directive on Ramp and Connector Metering prepared by ADCOM addresses the issue of compliance with ramp meter policy during the planning, design, and construction phases of projects. The success of the ramp metering program is reliant upon the inclusion of metering in all projects along corridors shown in the RMDP.

PUBLIC RELATIONS

District 4 is committed to partnering with local agencies on ramp meter projects and to developing a proactive media and public relations program. Support for ramp metering from agencies outside of Caltrans will facilitate the implementation of ramp meters in congested corridors in the District.

FUNDING

Ramp metering must be included in any state or locally funded project which modifies an existing interchange or constructs a new interchange within the freeway segments identified in the RMDP, regardless of funding source. Between 1990 and 1998, the Traffic Systems Management (TSM) Program provided a source of funds for qualifying traffic systems projects in the state. In the future, funding for ramp metering projects must come from the State Highway Operation and Protection Program (SHOPP), the Minor A and B Programs, and the State Transportation Improvement Program (STIP).

Contacts

Alan Chow (Ala, CC, Nap, Sol, Son)
Chan Newlander (SCI, SM, SF, Mrn)
Laurie Guinness (HQ-Traffic Operations)

622-0109
510-286-4577
510-286-4987
916-654-6112
654-6133

562-0109
8-541-4577
8-541-4987
8-464-6112
6133

Adrian Lary
Lester Lee

Loe Bayar

Policy Procedure

California Department of Transportation

DEPUTY DIRECTIVE

Number: DD-35

Refer to
Director's Policy: 08-Freeway System Management

Effective Date: 1-3-95

Supersedes: P&P 91-01

Title: Ramp Metering

POLICY

Caltrans is committed to using ramp metering as an effective traffic management strategy to maintain an efficient freeway system and protect the investment made in constructing freeways by keeping them operating at or near capacity flow rates.

DEFINITION/ BACKGROUND

Ramp metering is the common method of ramp entry control. It has been an effective tool in reducing congestion on California freeways since the late 1960's. Caltrans has installed over 1300 ramp meters throughout the state and proposes their installation on all urban freeway entrance ramps where metering will improve or maintain effective operations along freeway corridors.

RESPONSIBILITIES

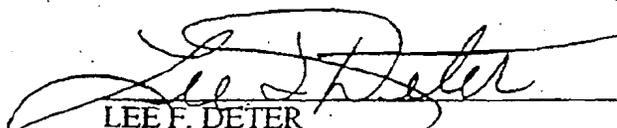
The Traffic Operations Program Manager is responsible for the development, review and dissemination of policies, guidelines, and procedures for ramp metering (see Ramp Metering Policy Procedures).

The State and Local Project Development Program Manager is responsible for the development and review of geometric design standards for ramp metering and supports the inclusion of ramp metering in projects within freeway segments identified in the Ramp Meter Development Plan.

District Directors are responsible for developing local agency support for ramp metering; implementing ramp metering policies and procedures; and providing justification for deviation from established policy and procedures.

APPLICABILITY

Any employees involved with ramp metering activities.


LEE F. DETER
Deputy Director
Maintenance and Operations

Distribution: B

RAMP METERING POLICY PROCEDURES

I. PURPOSE

The purpose of these procedures is to provide guidelines for implementing the Department's ramp metering policy (DD-35).

II. BACKGROUND

Metering has proven to be an effective traffic operations tool to maximize the efficiency of a corridor. The primary objective of metering is to reduce congestion and the overall travel time of the total traffic stream - on both freeway and surface streets. Ramp metering reduces congestion by:

- Maintaining more consistent freeway throughput.
- Utilizing the capacity of the freeway corridor more efficiently.
- Providing incentives for increased use of carpools, vanpools, and public transit by including preferential lanes which offer time savings to High Occupancy Vehicles (HOV) at ramp meters.

Secondary benefits include the reduction of congestion-related accidents and air pollution. Ramp meters operate most effectively when upstream mainline traffic is controlled. This control can be accomplished by installing additional ramp meters, metering freeway to freeway connectors or mainline control. These procedures focus on the implementation of ramp metering systems through a coordinated effort involving Caltrans planners, designers, operations personnel, local agency staff, the California Highway Patrol (CHP), and the public.

III. PROCEDURES

- A. It is the District's responsibility to maintain an acceptable level of service on the freeway system, to make the most effective use of each transportation corridor, and to protect the public's investment in the system.

Each District that currently operates, or expects to operate, ramp meters within the next ten years shall prepare a Ramp Meter Development Plan (RMDP) identifying the freeway segments, including freeway to freeway connectors, that are expected to be

metered within this period. The RMDP should also identify freeway segments where upstream mainline control is necessary to maintain effective overall freeway operations. The RMDP shall be updated biennially and be included in local Congestion Management Plans.

- metros mentioned
+ # # #*
- B. Projects which propose the modification of an existing interchange or the construction of a new interchange within the freeway segments identified in the RMDP, regardless of funding source, should include provisions for ramp meters. This applies to all projects that have an approved Project Study Report dated July 1991 or later (the date of the original Policy and Procedure). These provisions, as defined in the Ramp Meter Design Guidelines, should include right of way, geometrics to accommodate vehicle storage and HOV bypass lanes, ramp meter equipment, and CHP enforcement areas. Projects which propose additional capacity within freeway segments identified in the RMDP shall include provisions for ramp meters and shall implement the ramp meters at all entrance ramps within the project limits. In freeway segments identified in the RMDP where mainline control is necessary to maintain effective overall freeway operation, additional freeway capacity should not be constructed without an analysis of the operational impacts to downstream segments. Districts are responsible for performing appropriate environmental studies for ramp metering projects.
- C. The District will work in partnership with metropolitan planning organizations, regional transportation planning agencies, and congestion management agencies to program ramp metering projects and develop implementation plans. Coordination and consultation should be documented and concurrence may be obtained in any form the District considers appropriate.
- D. The Ramp Meter Design Guidelines prepared by the Division of Traffic Operations, in cooperation with the Division of State and Local Project Development, and the CHP shall be used when designing ramp metering facilities. This document is a compilation of design information and operational practices used statewide.
- E. HOV preferential lanes shall be considered wherever ramp meters are installed. The need for HOV bypass lanes should be included in the Project Study Report, Project Information Report, Project Report, and Environmental Document. If an HOV preferential lane is not included in a proposal to ramp meter, the reasons should be addressed in the appropriate document.

The District is responsible for consulting with the CHP on project features which affect enforcement activities such as HOV lane violations, enforcement pads, etc. Coordination and consultation should be documented.

- F. When selecting the appropriate metering method for the HOV preferential lane, the following criteria should be used:

Control: An analysis of HOV traffic volumes shall be made to determine the impact on mainline traffic flows. Where adverse impacts exist, consideration should include metering the HOV preferential lane and/or more restrictive metering of the SOV lane(s). Consideration should be given to metering the HOV preferential lane if platoons from local signalized intersections adversely affect the operation of the freeway. Storage capacity and effects to local arterials should also be addressed.

Merge Conditions: Prior to entering the freeway, all vehicles on the on-ramp should be provided with adequate space to safely merge with each other. The safest merge condition is when the speeds of the merging vehicles are identical. When the speed differentials between HOVs and SOVs are excessive, consideration should be given to metering the HOV lane. All ramps should be designed in accordance with the Ramp Meter Design Guidelines which detail adequate merging distances.

Enforcement: The ability to safely enforce occupancy violations of HOV lanes is essential. The CHP should be consulted for their recommendation of enforcement operations at each HOV preferential lane location.

Corridor Operations: In corridors where ramp meters are already operational, the existing metering method may be used as a criteria for additional installations in the same corridor. Should alternate metering methods be proposed along a corridor, local agencies should be consulted.

The criteria listed above can be applied to new and existing ramp meter installations. If it is being applied to an existing ramp meter, the following criteria should also be used:

Accident History: The accident history of the ramp needs to be investigated. If either the ramp or any portion of the freeway within 500 feet of the ramp gore has been flagged as a high accident concentration location (Table C), each accident report should be reviewed in detail to determine whether or not the HOV operation during the metered period was a

contributing factor. If evidence suggests that it could have been a contributing factor to the accident, consideration should be given to metering the HOV preferential lane.

- G. Districts shall provide justification for deviation from the policy and these procedures and concurrence shall be obtained from the Headquarters Traffic Operations District Liaison. Deviations from design standards require the approval of the Project Development Coordinator in the Office of Project Planning and Design.
- H. The Division of Traffic Operations provides District personnel with technical assistance and support on the design and operation of ramp meter systems and assists in the preparation of the District's RMDP.

DISTRICT 4 DIRECTIVE

Number: 97-03

Refer to
Director's Policy: 08-Freeway System
Management

Deputy Directive: DD-35

Effective Date: 11/01/97

Supersedes: District Director Memo
dated 3/7/88

Title: Ramp & Connector Metering

POLICY

It is Caltrans District 4's policy to meter all freeway on-ramps and freeway-to-freeway connectors identified in the District's *Ramp Meter Development Plan*.

As stated in the policy procedures for ramp and connector metering, developed for *Deputy Directive 35 (DD-35)*, regardless of funding source, ramp-meter provisions shall be included on all projects which propose additional mainline freeway capacity, construction of a new interchange, or modification of an existing interchange on freeway segments identified in the District's *Ramp Meter Development Plan*.

The District will work cooperatively with local jurisdictions to maximize the efficiency of the transportation corridors and to minimize potential impacts (due to ramp metering) on the local street system.

DEFINITION/ BACKGROUND

District 4 maintains a *Ramp Meter Development Plan (RMDP)*, which is updated biennially, identifying freeway segments — including freeway to freeway connectors — that are expected to be metered within the next ten years.

Ramp metering is considered to be a standard component of the freeway system and an important element of the District's evolving Traffic Operations System (TOS). The implementation of ramp metering in District 4 has proven to be effective in maximizing the overall efficiency of transportation corridors, efficiently utilizing the freeway capacity and providing incentives for ridesharing. Ramp metering in District 4 is operated to provide equitable benefits for both freeway and local traffic.

Ramp-metering provisions, as defined in the *Ramp Meter Design Guidelines*, shall include HOV bypass lanes, ramp-meter equipment, CHP enforcement areas, geometrics sufficient to accommodate projected vehicle storage needs and the acquisition of right of way as necessary. These provisions, both individually and jointly, are considered integral parts of the ramp-metering system and must be provided whenever ramp metering is included in a project.

Requests for exceptions to this directive or other policy procedures relating to ramp metering shall be documented in a fact sheet (see

attached) to be approved by the District Division Chief, Operations. Deviations from the related mandatory design standards shall be documented as required by the *Project Development Procedures Manual*. Deviations from the advisory design standards shall be documented as required by the *Highway Design Manual* and applicable District Directives.

Freeway-mainline metering is not addressed as part of this policy and is to be considered on a case by case basis. On freeway segments identified in the *RMDP* where mainline control is necessary to maintain efficient overall freeway operations, additional freeway capacity should not be constructed without an analysis of the operational impacts to downstream segments.

RESPONSIBILITIES

The Senior Planners, Senior Engineers, and Project Engineers are responsible for addressing ramp metering early in the project planning and design process, i.e., in the environmental documents, Project Study Reports (PSRs), Project Scope Summary Reports (PSSRs), and Project Information Reports (PIRs). Implementation (or exclusion) of ramp-metering provisions shall be covered in sufficient detail in these and subsequent documents, identifying the required additional lead-time for project delivery and all associated costs such as right-of-way acquisition, roadway construction, equipment, etc.

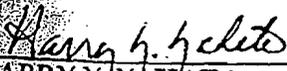
The District Design Office Chiefs & Project Managers are responsible for coordinating with the District Office of Traffic Systems to ensure that ramp-metering implementation and provisions are included in projects, and for providing justification for deviations from this policy.

The District Office of Traffic Svstems Chief is responsible for developing local agency support for ramp metering, for maintaining and updating biennially the District's *RMDP*, and for reviewing projects with respect to conformance with this policy and other related ramp-metering guidelines and procedures.

The District Division Chief, Operations is responsible for developing and disseminating policies, guidelines and procedures for ramp metering; for coordinating with Caltrans corporate management and service centers; and for approving exceptions to this policy.

APPLICABILITY

All Divisions, Offices and Branches involved with planning, development, review, oversight or construction of State highway improvement projects.


HARRY Y. YAHATA
District Director

Attachment

Distribution D:

Through District Office & Field First Line Supervisors
(including P.E.'s, R.E.'s & Maintenance Supts.) 95

CONTENTS OF EXCEPTIONS TO RAMP METERING POLICY FACT SHEET:

PROJECT DESCRIPTION

Briefly describe the project. Note the type of project and/or major elements of work to be done.

RAMP-METERING POLICY NON-COMPLIANCE FEATURES

Describe the proposed or existing ramp-metering policy non-compliance feature(s). (Note: Deviations from advisory or mandatory design standards shall be addressed as required by the *Project Development Procedures Manual*, the *Highway Design Manual* and applicable District Directives.)

REASON FOR THE EXCEPTION

Be thorough but brief. Supportive factors may include right-of-way or space constraints, environmental concerns, inordinate costs, etc. Show an estimate of the added cost above the proposed project cost that would be required to conform to the ramp-metering policy for which exception is being documented. The estimate does not have to be highly developed but must be realistic.

FUTURE CONSTRUCTION

Describe any planned future projects in the immediate vicinity of the requested ramp-meter exception, but do not make any commitments (e.g., ramp metering as part of future projects) unless there is a certainty that they can be followed through.

PROPOSED EXCEPTION REVIEWS AND CONCURRENCE

Note reviews by HQ Traffic Operations, the District Liaison and District Office of Traffic Systems. Give dates of reviews and discuss any comments that were made and their disposition.

REMARKS

Note clarifying remarks. Discuss impacts on project delivery schedule and project costs, if any. Discuss impacts of ramp-metering policy non-compliance features.

ATTACHMENTS

Provide a location map and/or vicinity map for the project, indicating the location of the requested exception(s) to the ramp-metering policy. Also provide cross-sections and/or special details as necessary to illustrate the policy non-compliance condition. Letters, resolutions, traffic studies, etc., which help to clarify the reasons for the exception request, may be attached.

SIGNATURE SHEET

The Fact Sheet signature page shall conform to the attached.

Distr.-Co.-Rte, KP
Source Unit-EA
Project Cost

FACT SHEET
EXCEPTIONS TO
RAMP-METERING POLICY



Prepared by:

(Name), Registered C.E.

Date

Telephone

Approval recommended by:

(Name), Project Manager

Date

Telephone

Concurrence by:

(Name), District Liaison
HQ Traffic Operations

Date

Telephone

Approved by:

(Name), District Division Chief,
Operations

Date

Ramp Meter Development Plan District 4

CO	RTE
SOL	80

RAMP (✓ existing meter)	DIR	POST MILE	Program Year	EA
Sonoma Blvd/Rte 29	WB	1.070		
Maritime Academy	WB	1.241		
Magazine Street	EB	1.723		
Magazine Street	WB	1.733		
Rte 780 (wb)	WB	2.148		
Rte 780 (eb)	WB	2.149		
Rte 780 (eb)	EB	2.326		
Rte 780 (wb)	EB	2.327		
Georgia Street	WB	2.796		
Georgia Street	EB	2.968		
Springs Road	WB	3.130		
Springs Road	EB	3.171		
Tennessee (wb)	WB	3.420		
Tennessee (eb)	WB	3.421		
Tennessee Street	EB	3.642		
Redwood Street	WB	4.317		
Redwood Street	EB	4.579		
Rte 37 EB	WB	5.526		
Columbus Parkway (wb)	EB	5.741		
Columbus Parkway (wb)	WB	5.752		
Rte 37 EB	EB	6.087		
American Canyon	WB	8.004		
American Canyon	EB	8.355		
Red Top Road	WB	R11.186		
Red Top Road	EB	R11.507		
Green Valley Road	WB	12.601		
Green Valley Road	EB	13.075		
Suisun Valley	EB	13.643		
Rte 12	WB	15.450		

Ramp Meter Development Plan District 4

CO	RTE
SOL	80

RAMP (/ existing meter)	DIR	POST MILE	Program Year	EA
Abernathy Road	WB	16.020		
Abernathy Road	EB	16.290		
Magellan Road	EB	16.908		
W. Texas/Rockville	WB	17.074		
Beck Road	EB	17.527		
Travis Road	WB	17.862		
Travis Road	EB	18.078		
Airbase Parkway	WB	18.924		
Airbase Parkway	EB	19.284		
N. Texas Street	WB	21.016		
N. Texas Street	EB	21.026		
Cherry Glen	WB	R23.055		
Cherry Glen	EB	23.240		
Pleasant Valley	WB	23.821		
Pleasant Valley	EB	23.927		
Alamo Avenue	WB	R25.117		
Alamo Avenue	EB	R25.384		
Davis Street	WB	R25.828		
Davis Street	EB	R25.864		
Stevenson Street	WB	R26.272		
Cliffside Drive	WB	R26.360		
Monte Vista	EB	R27.485		
Rte 505	WB	R28.112		
Rte 505	EB	R28.272		
Nut Tree	EB	R28.394		
Leisure Town	EB	29.850		
Leisure Town	WB	29.867		
Meridan Road	WB	31.184		
Mendan Road	EB	31.373		



DATE: June 18, 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.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *OTS Grant*

The Office of Traffic Safety (OTS) has announced that the Safe Corridors program has been funded at \$1 million. The details of how and when this funding will be applied to SR 12 are still pending. The earliest that agreements are likely to be signed and funding available for joint enforcement and educational efforts is Fall of 2007.

In the mean time, the Solano County office of the California Highway Patrol (CHP) continues to use the 2,000 hours of overtime it has been allotted to conduct enhanced enforcement on SR 12 between Suisun City and Rio Vista. The communities with the greatest number of cited drivers are Fairfield, Stockton, Suisun City, Rio Vista and Antioch. May 2007 citation statistics show reduced citations for Stockton, Suisun City and Antioch, but only a minor reduction for Fairfield and Rio Vista (See Attachment A).

2) *State Legislation*

Assemblywoman Lois Wolk introduced Assembly Bill (AB) 112 to establish a double fine zone on SR 12 between I-80 and I-5. Assemblywoman Wolk also introduced Assembly Concurrent Resolution (ACR) 7 to designate a portion of SR 12 as the Officer David Lamore Memorial Highway. Both bills have passed the Assembly, and are scheduled for hearings in the Senate. Assembly Member

Lois Wolk has proposed a series of amendments that would establish a procedure for identifying double fine zone highways, and declaring SR 12 from I-80 to I-5 as the first such highway. The Senate Transportation and Housing Committee approved both bills on June 19th, and the Public Safety Committee hearing is set for June 26th.

3) *Education*

STA has published and begun distribution of the SR 12 STATUS information sheet. (See Attachment B.) Further educational and outreach activities are expected in Fiscal Year (FY) 2007-08 as part of the OTS grant.

4) *Engineering*

Caltrans has completed installation of shoulder and median rumble strips, and has striped the entire centerline from Suisun City to Rio Vista as a double-yellow "No Passing" line. Changeable message and speed feedback signs have also been installed. Caltrans anticipates installation of soft median dividers to begin in mid-June, and bids for the installation of a temporary "K-Rail" system from the Suisun City limits to Shiloh Road is set for the end of June, with installation to follow.

The next meeting of the SR 12 Steering Committee is set for June 28th at 9:00 a.m. at Suisun City Hall. The focus of this meeting will be the potential cost of safety and capacity improvements, and options that can be used to obtain project funding.

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.

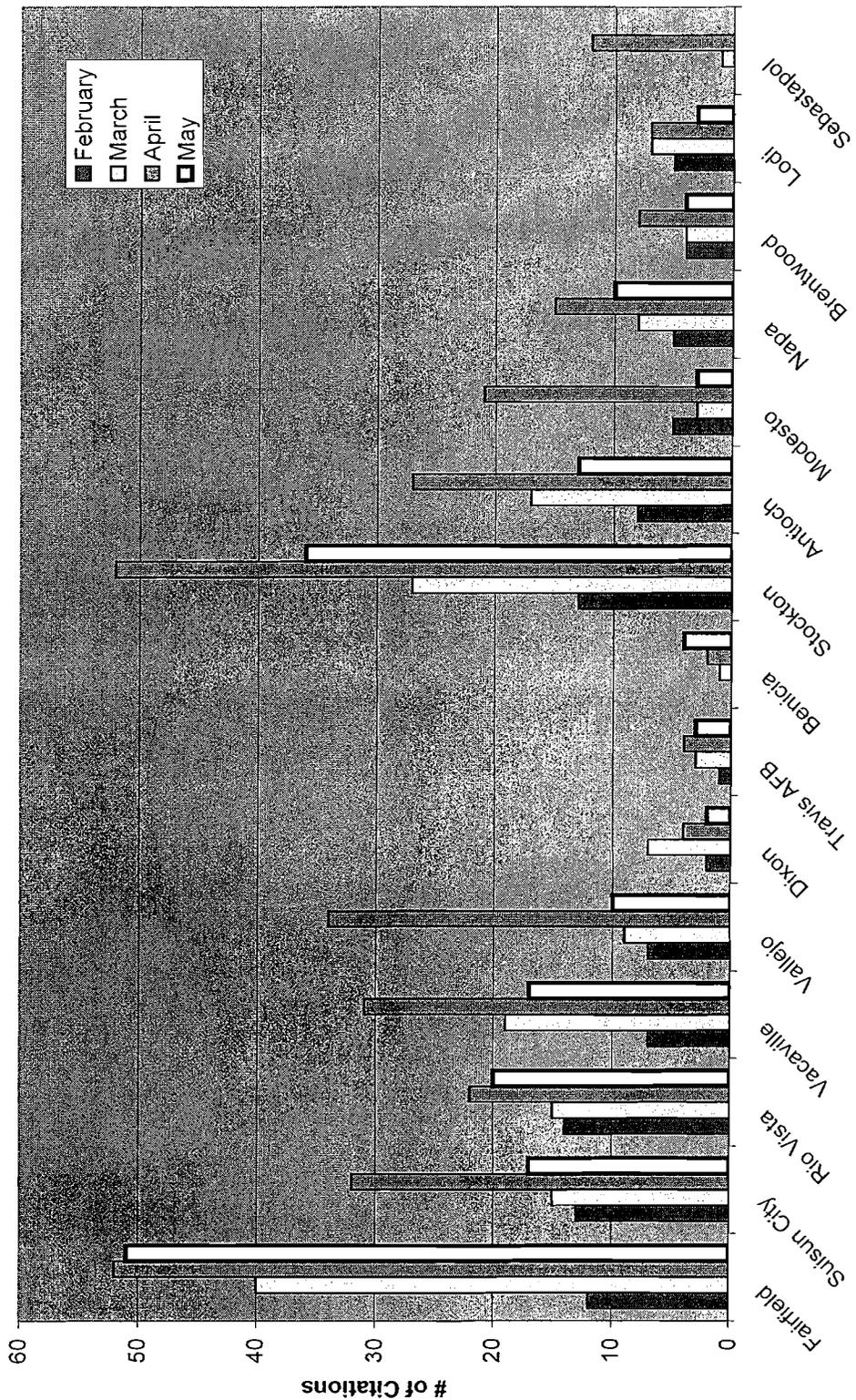
Recommendation:

Informational.

Attachments:

- A. SR 12 2007 Citations by City of Residence
- B. SR 12 STATUS Newsletter

CHP SR 12 OVERTIME
ENFORCEMENT CITATIONS



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SR



STATUS

May 2007

"DRIVE TO STAY ALIVE"

STA Board Priority #1: Safety



The focus of the multi-agency strategy to improve safety on State Route (SR) 12 has four main components:

Education, Legislation, Enforcement and Engineering

Education

A series of alternatives for a new public outreach campaign are being considered by the SR 12 Steering Committee and the STA Board. These include a new theme and graphics, and this community handout.



STA staff will be at the "Health and Safety Fair" at the Fairfield Westfield Mall on Saturday, May 19, 2007 from 10 am to 4 pm. SR 12 safety exhibits and literature will be available.

Caltrans has placed several lighted changeable message signs along SR 12 to alert drivers to on-going safety concerns and enforcement activity.

Legislation

Assemblywomen Lois Wolk has introduced Assembly Bill (AB) 1112 to make the SR 12 Corridor from I-80 to I-5 a double fine zone for 5 years in order to raise awareness and encourage better driving habits to enhance public safety. The 5-year time frame will provide the double fine zone through the time frame for the major capital improvements that are scheduled to begin in 2008 between Rio Vista and Suisun City. The bill was passed by the Assembly with a vote of 63 to 5. Senator Patricia Wiggins will now carry the bill in the state Senate, which should start scheduling committee hearings beginning sometime in June.

Assemblywomen Lois Wolk has also introduced Assembly Concurrent Resolution (ACR) 7 to name a 2-mile section of SR 12

(Continued on back)

State Route 12 . . . Danger by the numbers

State Route 12 from I-80 to the Sacramento River is **25.5** miles long. **16** miles of that road is between Walters Road in Suisun City and Summerset Drive in Rio Vista.

From January 2000 through August 2006, there were almost **1,300** accidents on this portion of SR 12. More than **900** of them were in the urban areas of Fairfield, Suisun City and Rio Vista.

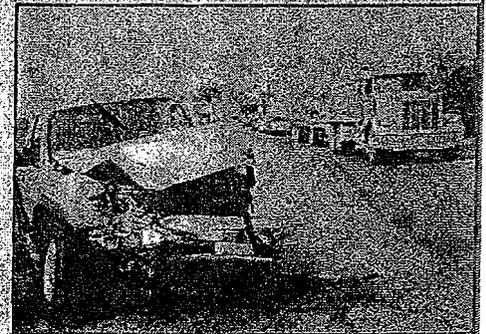
51% of the accidents were rear-end collisions in Fairfield or Suisun City, mostly at the intersections of SR 12 with Beck and Pennsylvania Avenues.

Fatal accidents were mostly outside of the cities, **14** of **18** fatal accidents were head-ons between Suisun City and Rio Vista.

92% of head-on accidents result in an injury or fatality.

Source:

SWITRS, "Statewide Integrated Traffic Records System," compiled by California Highway Patrol (CHP); TASAS, "Traffic Accident Surveillance and Analysis System," compiled by Caltrans with SWITRS data.



Driving Tips to Stay Alive!!

Here are the
TOP 5
things we can do to
make travel on
State Route 12
safer for ourselves
and others:

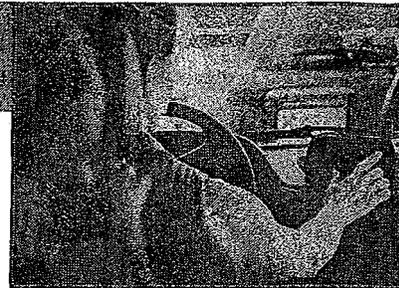
Don't drink and drive! Intoxicated drivers are the biggest risk factor for fatal accidents on all California highways.

Don't cross the double yellow line. There is now no portion of SR 12 where crossing the yellow line is legal.

Be visible. Headlights help other drivers see you, even in the daytime, and they are less likely to make risky moves if they know you are there.

Watch your speed. The speed limit on SR 12 is 55 mph from Suisun City to Rio Vista. The difference between 55 mph vs. 65 mph is only 4 minutes on this stretch. Plan ahead to get there safely!

Focus on driving. If you make even a small mistake due to a distraction, you may not have time to recover before catastrophe strikes.



Cell Phone Users:

Program CHP Dispatch into your speed dial:

707-551-4100

Call to report reckless drivers or accidents that you witness while driving.

Priority #1 (continued)

between Olsen Road and SR 113 the Officer David Lamoree Memorial Highway. ACR 7 was approved by the Assembly and has been forwarded on to the Senate.

Enforcement

A new sign posted on SR 12 states "reckless driving minimum \$2,500 fine." Reckless driving is technically driving any vehicle upon a highway in willful or wanton disregard for the safety of persons or property. The California Highway Patrol (CHP) can issue a ticket for reckless driving when there are at least 2 - 3 moving violations, for example,

speeding, unsafe lane change and following too close. Only 2 of these types of violations are necessary to be considered reckless if the violations are severe enough.

If the double fine zone is approved, this "reckless driving" violation will come with a minimum \$5,000 fine!!

CHP has been granted 2,000 hours of overtime to use for stepped-up enforcement on SR 12 in Solano County. Since this effort began in mid-February, the CHP has issued over 1,000 citations to drivers on this corridor through the end of April, 2007.

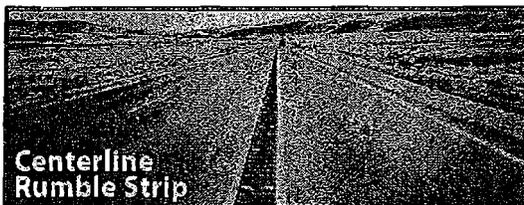


Solano CHP office applied for an Office of Traffic Safety (OTS) grant to conduct extended enforcement and safety projects on SR 12 in Solano County, which would help fund CHP work with local law enforcement agencies as part of the enhanced enforcement.

Engineering

Caltrans has completed painting the centerline as a double-yellow No Passing divider for all of SR 12 between Suisun City and Rio Vista, and has installed median and shoulder rumble strips between Currie Road and downtown Rio Vista.

The next improvements will be channelizers installed from Currie Road to Drouin Drive, and a temporary concrete median barrier (K-Rail) from the Suisun City city limits to Shiloh Road.



Centerline Rumble Strip

SR 12 Steering Committee



The SR 12 Steering Committee was tasked by the STA Board to identify additional safety improvements and options for funding, and increasing public awareness of the safety concerns on SR 12. The members of the committee are:

Ed Woodruff, Chair (Mayor of Rio Vista)
Harry Price (Mayor of Fairfield)
Pete Sanchez (Mayor of Suisun City)
Jim Spring (Supervisor, Solano County)
Mike Reagan (Supervisor, Solano County)

Next Meeting

June 28, 2007, 9:00 a.m.

STA

SR 12 STATUS

is published by:

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585
707-424-6075

www.solanolinks.com

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For up-to-date information on ongoing activities to improve safety on SR 12, go to the STA website:

www.solanolinks.com



DATE: June 14, 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 bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2007 federal legislative session.

Discussion:

State Budget

Governor Schwarzenegger released his revised annual 2007-08 state budget May 14, 2007. The proposal advances the implementation of Proposition 1B, the \$19.9 billion transportation bond approved by voters in November 2006. The revised budget expands Caltrans' contracting authority to provide needed flexibility and to speed the project delivery process, which aligns with the STA's legislative platform regarding project delivery.

The final budget is scheduled to be approved on June 15, 2007. Staff will provide further update at the meeting.

Legislative Bills

Assembly Bill (AB) 112 and Assembly Concurrent Resolution (ACR) 7 were both amended by Assemblymember Lois Wolk on June 12, 2007. The Senate Transportation and Housing Committee adopted a policy at the end of the 2006 legislative year that states no double fine zone bills will be approved by the committee. The governor has historically vetoed double fine zone legislation because there is no process in place which establishes criteria for roads and highways to receive a double fine zone designation.

In order to overcome this obstacle, Assemblymember Wolk has been working with Caltrans, the California Highway Patrol (CHP) and the STA to amend the language of the bills so that AB 112 establishes criteria for designating safety-enhancement double fine zones on a statewide basis. ACR 7 still includes the naming of a two-mile section of SR 12 the Officer David Lamoree Memorial Highway. ACR 7 has been amended to state that State Route (SR) 12 meets the criteria for the double fine zone designation established by AB 112.

AB 112 and ACR 7 were both heard and approved by the Senate Transportation and Housing Committee on Tuesday, June 19, 2007. Staff will provide an update after the hearing.

Recommendation:

Informational.

Attachment:

- A. STA Legislative Matrix (To be provided under separate cover.)

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DATE: June 15, 2007
TO: STA TAC
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:

All cities in Solano County are participating in the Safe Routes to School Study. Between April and June, the STA helped schools conduct additional independent SR2S events, by providing large 22" x 34" maps of schools in addition to workshop materials found online at www.solanolinks.com. Four (4) schools were able to conduct their own SR2S Events: Dixon's Tremont Elementary (May 15th), Vacaville's Callison (June 5th) and Alamo (May 30th) Elementary, and Suisun City's Suisun Elementary (June 7th).

To increase the number of school conducted walking audits, the STA will offer to assist in the facilitation of these meetings during the months of August and September. The STA will help facilitate one (1) meeting per school district on a "first come/first serve" basis. Schools who request this assistance are responsible for the meeting's outreach and setup. STA staff will bring materials for the meeting, such as maps, toolkits, and presentation equipment.

The STA's SR2S consultants, Alta Planning + Design, will draft Local SR2S Plans for each city by the end of July. These plans will be reviewed by public works staff and school district staff before being recommended as a draft SR2S plan at local SR2S Community Task Force meetings in August and September.

This additional outreach and local plan review periods may push the Final Countywide SR2S Plan adoption date from December 2007 to January or February 2008. The initial goal was to have the countywide plan adopted before the deadline to submit Federal Safe Routes to School grant applications, due by January 1, 2008. However, local SR2S plans

should be adopted before the end of the year, which will help make grant applications more competitive.

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

Recommendation:
Informational.

Attachment:

- A. STA Safe Routes to School (SR2S) Program Status Report, 06-19-2007
(To be provided under separate cover)



DATE: June 15, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Regional Measure 2 (RM 2) Update

Background:

On March 2, 2004, Bay Area voters in seven (7) counties passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in SB 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for all Solano County capital RM 2 projects (see Attachment A).

Discussion:

In an effort to monitor the RM 2 capital program for STA sponsored projects, STA staff has received an update from Solano County sponsors for the status to the projects, major issues, and schedule for each Phase. Attachment A is an updated RM 2 data sheet on allocation activity to MTC.

The status and for the Solano County projects are as follows:

Vallejo Ferry Intermodal Station (Total Project Cost \$76,393,000 - RM 2 Funding \$28,000,000)

An RM 2 Allocation Request for Plans, Specification & Estimates (PS&E) and partial-phase Right-of-Way funds was submitted in late May 2007. The City of Vallejo has interviewed and selected design firms for both the Bus Transit Center design and the Vallejo Station parking structure design efforts. Negotiations are underway with both firms, and design work is scheduled to begin within the next 30 to 45 days. Right of Way activities, to include meetings with the Post Office and Hilf Trust, should begin within the next three to four months, after Parcel T2 (the targeted site for the Post Office) is environmentally cleared for development.

Vallejo Curtola Transit Center (RM 2 Funding \$11,750,000)

Solicitation and interviews for Architectural & Engineering (AE) firm to perform site evaluation activities and submit conceptual design are complete, and scope/price negotiations are in progress. RM 2 funds were allocated for this phase on May 23, 2007. The current scope of work includes verification and/or surveying of traffic and parking demand at the Curtola site; identification and evaluation of alternate sites which could be used as stand-alone sites or in conjunction with the Curtola/Lemon site; performing a

Phase I Environmental Assessment of targeted sites; and completion of a Preliminary Design Report for the preferred site (or combination of sites).

Benicia Intermodal Facility (RM 2 Funding \$3,000,000)

A siting study to determine the most suitable location as it relates to bus, rail, ride-share, ferry and bicycle modes is the next required step in the project development. However, the Benicia City Council will have a council workshop later this year to address project direction.

Benicia Park and Ride (RM 2 Funding \$1,250,000)

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, was completed May 2007.

Fairfield Transportation Center (Total Project Cost \$18,000,000 - RM 2 Funding \$7,750,000)

A Concept Study was completed by the City to evaluate alternative parking structure designs and costs. Summary results indicated a 4-5 level structure was needed to accommodate the desired 600 additional parking spaces for an estimated cost, including cost escalation, of approximately \$18,000,000. The City has submitted a discretionary funds (FTA 5309) grant request for the unfunded portion of the project, and plans to develop and release an Request for Proposals (RFP) for Project Management and Plans Specifications & Estimate (PS&E) services. At this time the construction phase remains underfunded.

Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$40,000,000 - RM 2 Funding \$20,996,000)

Fairfield and Union Pacific Railroad (UPRR) have resolved most of the project's technical issues, but the environmental process remains open pending approval of the final wetlands delineation map. The results of the traffic analysis for the Train Station Specific Plan has allowed the City to confirm that the Peabody Road overpass needs to be six lanes as opposed to four lanes, which has also increased the station's total project cost. The City continues to use State Transportation Improvement Program (STIP) funds for the environmental phase, but will begin using the currently allocated RM 2 funds for Preliminary Engineering (PE).

Vacaville Intermodal Station (Total Project Cost \$8,750,000 - RM 2 Funding \$7,250,000)

The City of Vacaville and the original site property owner could not come to an agreement on a beneficial property trade. The City has been in communications with the property owner of a different site for a property trade. Communications have been going well, and a letter of intent has been sent to the property owner. (See Attachment B)

Phase 1 of the Vacaville Intermodal Station (VIS) will provide a bus transfer facility along the I-80 Corridor. Ten bus bays will be provided, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project envisions a 400 space parking garage as well as retail/commercial space. Phase 1 is expected to begin construction on early 2009.

I-80/I-680/SR 12 Interchange (RM 2 Funding \$71,000,000)

The Interchange is scheduled to release the Draft Environmental Impact Report/Environmental Statement (EIR/EIS) in August 2008. An Open House for the Project was held on April 25, 2007. At the Open House, the two Project alternatives were displayed for public information. Attachment C is the most recent copy of the Interchange Corridor Progress newsletter.

North Connector (Total Project Cost \$56,664,000 - RM 2 Funding \$20,000,000)

The Funding Agreement between the County, the City of Fairfield and STA has been executed. The STA De-Federalized the Project in June 2007, as the project is funded with state only funds and no Federal Highway Administration (FHWA) nexus exists on the Project. The Draft Environmental Impact Report (EIR) is scheduled to be released for public comment in July 2007. Construction is scheduled for summer 2009.

I-80 HOV Lanes (Red Top Road to Air Base Pkwy) (Total Project Cost \$80,000,000 - RM 2 Funding \$9,000,000)

In February 2007, this Project was awarded \$56 million in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds. This Project is also funded with the \$14.79 million federal earmark. The Project Approval/Environmental Document (PA/ED) was completed April 1, 2007. STA submitted the 100% Plans, Specifications & Estimate (PS&E) to Caltrans on June 18, 2007. Construction of the 8.7 miles of new High Occupancy Vehicle (HOV) Lanes Project on I-80 will begin in April 2008.

Recommendation:

Informational.

Attachments:

- A. Regional Measure 2, Solano County Capital Program Status Matrix
- B. Vacaville Intermodal Phase 1 site location
- C. I-80/I-680/ State Route 12 Interchange Corridor Newsletter

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**Regional Measure 2
Solano County Capital Program Status Matrix**

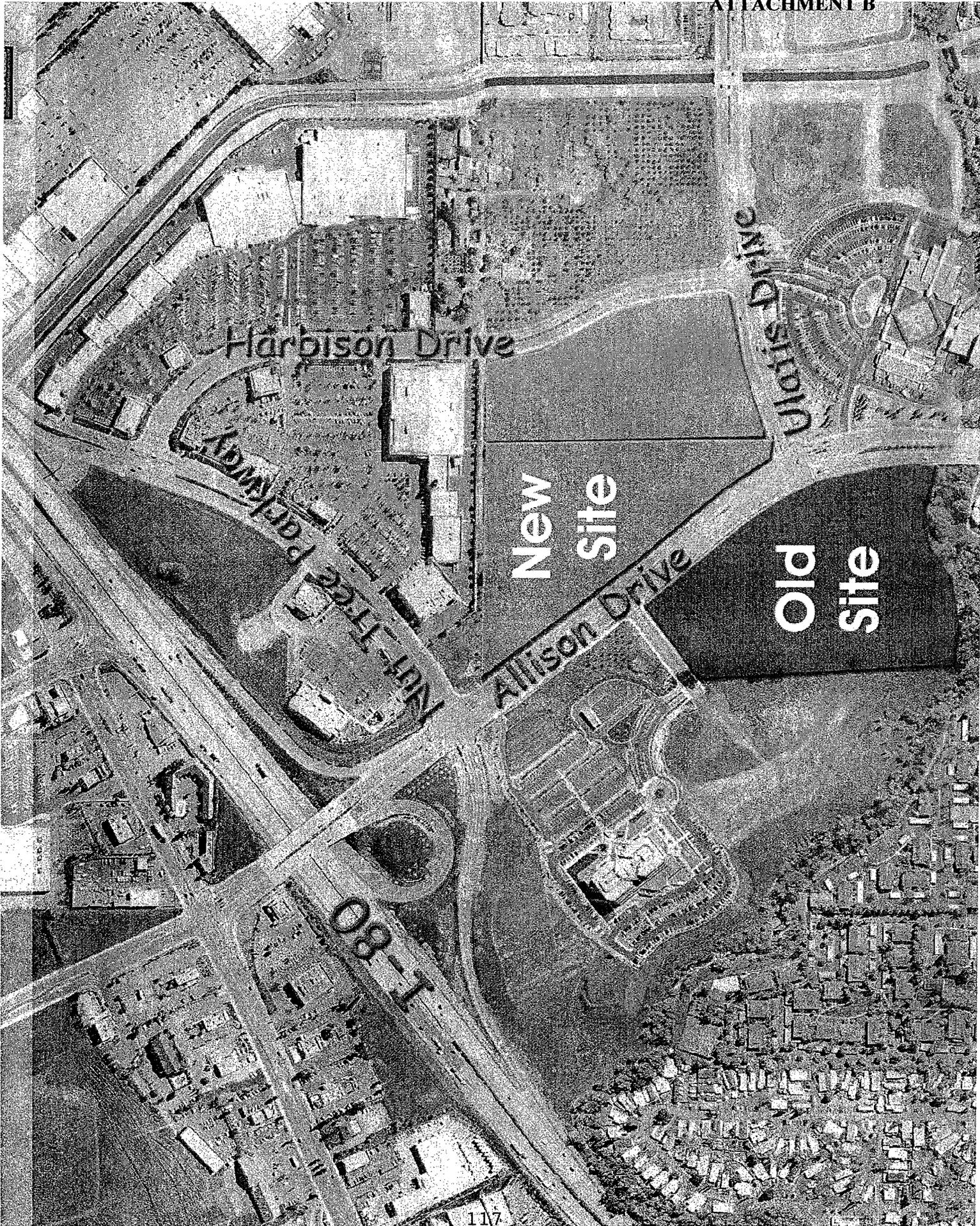
last update: 6/18/2007

RM2 Capital Program Project No.	RM2 Funding (\$1,000s)	Segment No.	Project Title	Project Sponsor	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Allocation Phase	Estimated Allocation Request w/ RM2 Funds by Phase (\$1,000s)	Allocation Amount (\$1,000s)	Date of Allocation (Past or Anticipated)	Completion Date	Last Invoice Submittal Date	Project Status/Notes		
5	\$ 28,000	5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	May-07	May-07	ENV/PE/PA&ED				Nov-05		Includes Bus Transfer Facility. Allocation Requests for PS&E and partial ROW was submitted in late May 2007. City has interviewed and selected design firms for both the parking structure and bus transit center design efforts. Negotiations are underway with both firms.		
								PS&E	\$ 2,350		Jun-07	Jul-09				
								ROW (Phase 1)	\$ 434		Jun-07	Jul-09				
								ROW (Phase 2)	\$ 5,575		Dec-07	Jul-09				
								CON (Bus Transit Center)	\$ 1,311		Mar-08	Aug-09				
CON (Parking Structure)	\$ 18,330		Mar-08	Aug-11												
6 (\$20,000) S I I 1 5	\$ 6,000	6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	May-07	N/A	ENV/PE/PA&ED	\$ 1,215	\$ 705	May-07	Dec-09		See RM 2 project # 17.1 - Solicitation and interviews for A&E firm to perform site evaluation activities and submit conceptual design are complete. Negotiations with selected firm is underway. RM 2 allocation for this work was made on May 23, 2007.		
								PS&E	\$ 2,200		Nov-09	Jun-11				
								ROW				N/A				
								CON	\$ 2,585		May-11	Jun-13				
	\$ 3,000	6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)				ENV/PE/PA&ED	\$ 100					Siting study required to proceed with project development, requires City Council approval to initiate study.	
									PS&E							
									ROW							
	\$ 5,500	6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield/Suisun Transit	4th Revised IPR sent to MTC in Jan 2007	Jan-07		ENV/PE/PA&ED	\$ 1,000	\$ 1,000	Sep-05	Sep-06	N/A	RFP being developed for project management and PS&E services.	
									PS&E	\$ 500			Sep-08			
									ROW	N/A	N/A	N/A	N/A			
	\$ 5,500	6.4	Solano County Express Bus Intermodal Station - Vacaville Intermodal Station	STA	Vacaville	Jul-05	Jan-06		ENV/PE/PA&ED	\$ 415	\$ 415	Jul-05	Jan-08		City is working with the property owner of the preferred site on a beneficial property trade. Property owner is very interested, and City has sent a letter of intent to the property owner. City has also requested permit to enter the property to begin the phase 1 environmental.	
									PS&E	\$ 415			Jan-08			
ROW									\$ 3,525			Jan-08				
CON									\$ 2,895			Jan-08				
7	\$ 100,000	7.1	Solano North Connector (Abernathy to Grenn Valley Road)	STA	STA	Feb-07	Jan-07	ENV/PE/PA&ED	\$ 2,500	\$ 2,500	Jan-06	Nov-07	Jun-07	EIR Scheduled for public comment July 2007. An initial RM2 allocation was made in January 2006 for detailed preliminary engineering.		
								PS&E	\$ 1,500			May-09				
								ROW	\$ 3,000			May-09				
								CON	\$ 13,000			Dec-10				
		7.2	Solano I-80 HOV Lanes from Red Top Rd to Airbase Parkway	STA	STA	Feb-07	Jan-07			ENV/PE/PA&ED	\$ 6,500	\$ 4,475	Sep-06	Apr-07	Jun-07	100% PS&E submitted to Caltrans. Advanced construction project, I-80 Green Valley Creek Br. started in June 2007. Caltrans will administer the construction of the I-80 HOV Lane Project, funded with federal earmark and CMIA funds.
										PS&E	\$ 2,500	\$ 4,474	Feb-07	Dec-07		
										ROW	N/A			N/A		
		7.3	Solano I-80/I-680/ SR 12 Interchange	STA	STA					ENV/PE/PA&ED	pending			9/1/2009	Due to the infusion of Prop 1B CMIA funds, the Interchange Project will retain the balance of the RM 2 funds until a project phase for construction has been identified and fully funded.	
										PS&E	pending			pending		
										ROW	pending			pending		
										CON	pending			pending		
		14 (\$25,000)	\$ 4,004	14.1	Benicia Siding Extension	CCJPA/STA	Capital Corridor JPA			ENV/PE/PA&ED						
PS&E																
ROW																
CON																
\$ 20,996	14.2		Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA/STA	Fairfield/Suisun Transit	2nd Revised IPR sent to MTC Jan 2007			ENV/PE/PA&ED	\$ 615	\$ 615	May-06	Jun-07		Fairfield and UPRR have resolved most of the project's technical issues, but the environmental process remains open. Results of the traffic analysis for the Specific Plan determined the Peabody Road overpass needs to be six lanes. STIP is being used for Env and RM2 funds will be used for PE phase.	
									PS&E	\$ 2,400		Jun-07	Dec-08			
									ROW	\$ 1,300		Jan-07	Jun-07			
									CON	\$ 16,681		Jan-09	Dec-10			

ATTACHMENT A

Regional Measure 2
Solano County Capital Program Status Matrix

RM2 Capital Program Project No.	RM2 Funding (\$1,000s)	Segment No.	Project Title	Project Sponsor	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Estimated Allocation			Completion Date	Last Invoice Submittal Date	Project Status/Notes
								Allocation Phase	Request w/ RM2 Funds by Phase (\$1,000s)	Allocation Amount (\$1,000s)			
17 (\$20,000)	\$ 5,750	17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	See Project 6.1 above	See Project 6.1 above	ENV/PE/PA&ED			Dec-07		See RM 2 project 6.1
								PS&E			Apr-08		
								ROW			N/A		
								CON	\$ 5,750		May-11		
	\$ 1,250	17.2	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield/Suisun Transit (Benicia)	See Project 6.3 above	See Project 6.3 above	ENV/PE/PA&ED			Jan-06		Cost shown are only for Phase 1. Phase 1 completed in March 2007.
								PS&E	\$ 25		Apr-06		
								ROW			N/A		
								CON	\$ 150		Dec-06		
	\$ 2,250	17.3	Express Bus North - Fairfield Transportation Center	MTC	Fairfield/Suisun Transit	See Project 6.3 above	See Project 6.3 above	ENV/PE/PA&ED	N/A	N/A	N/A		This Project is using the Solano County Express Bus Intermodal Facilities funding first. Once these monies are used, the project will begin to draw from the Express Bus North source.
								PS&E	N/A	N/A	N/A		
								ROW	N/A	N/A	N/A		
								CON	\$ 2,250		Nov-07	Mar-10	
	\$ 1,750	17.4	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	See Project 6.4 above	See Project 6.4 above	ENV/PE/PA&ED					Vallejo is OK with swapping Vacaville's EBNorth funds for SolCoEB funds. Project will first use Solano County Express Bus Intermodal Facilities first, then draw from this source (Project 17.4), all costs have been shown in Project 6.4.
								PS&E					
								ROW					
								CON					



Harbison Drive

Ulatia Drive

New Site

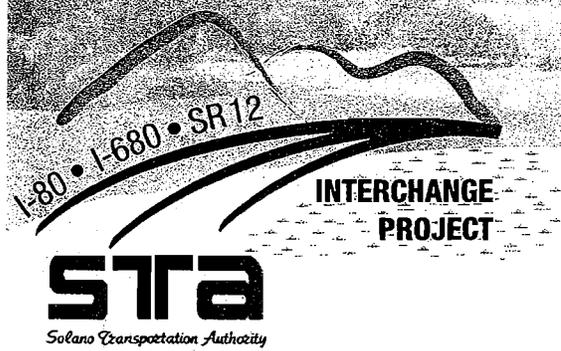
Old Site

Allison Drive

T-30 PARKWAY

T-30

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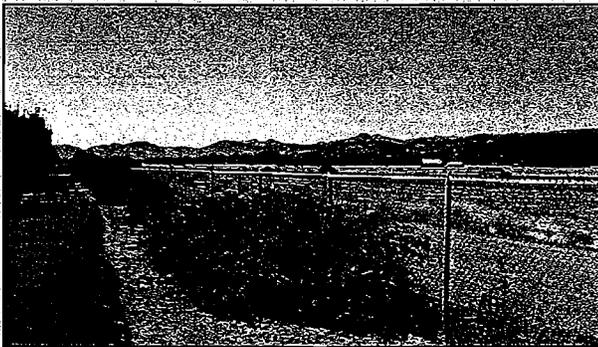


CORRIDOR PROGRESS

SOLANO AREA PROJECTS ADVANCE

NORTH CONNECTOR PROJECT

To relieve traffic congestion and provide local motorists in Fairfield, the Suisun Valley and Green Valley a practical alternative to using I-80 for trips, the Solano Transportation Authority (STA), the City of Fairfield, and Solano County are planning a new arterial roadway between SR 12 West at Red Top Road and Abernathy Road. The project is intended to encourage local traffic to use local roadways to travel in this area. The project also aims to close gaps in the local circulation network providing a means by which local traffic can avoid traveling on I-80.



Proposed North Connector east of Fairfield Linear Park path

In order to provide a more comprehensive review of potential environmental impacts and mitigation measures, the STA Board has approved expanding the scope of environmental study to an Environmental Impact Report. This will provide additional opportunity for the public to comment on the project. (See inside for further information on the project.) The draft environmental document for the North Connector Project is expected to be released for public review and comment in July 2007.

Once approved, the project will be built in phases beginning with the east end in 2009.

STA BOARD ACTIONS & PROJECT MILESTONES

February 2007

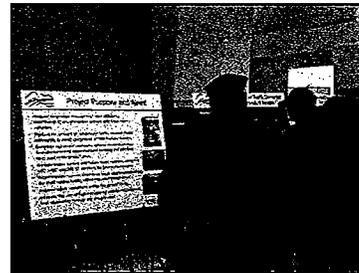
- Board approved \$7 million in funding for SR 12 Jameson Canyon
- SR 12 Jameson Canyon received \$74 million from the infrastructure bonds approved by voters in November 2007
- I-80 HOV Lanes Project received \$56 million in funding from the voter approved infrastructure bonds passed in November 2007

March 2007

- Caltrans and STA approved CEQA document for the I-80 HOV Lanes Project (see inside for more details)
- Board approved preparation of Environmental Impact Report for the North Connector Project
- Board recommended two alternatives for the I-80/I-680/SR 12 Interchange Project be carried forward to detailed environmental study

April 2007

- STA and Caltrans hosted an Informational Open House on the I-80/I-680/SR 12 Interchange Project on April 25 at Rodriguez High School



BENICIA - MARTINEZ BRIDGE WILL OPEN SOON

Caltrans is scheduled to open the new Benicia-Martinez Bridge to motorists in fall 2007. The new bridge will include five northbound lanes, four southbound lanes, reconstructed interchanges to the north and south of the bridge, and an expanded toll plaza. Carrying over 100,000 motorists daily, the new bridge will improve the backup, but will add significant traffic along the I-680 corridor in Contra Costa County between the Benicia-Martinez Bridge and the I-80/I-680/SR 12 Interchange. This will increase the need for accelerating improvements to the I-80/I-680/SR 12 Interchange.

FREQUENTLY ASKED QUESTIONS

NORTH CONNECTOR PROJECT

WHAT STEPS ARE BEING TAKEN TO PROTECT AGRICULTURAL LAND IN THE AREA?

The Project will be acquiring some agricultural parcels to construct the North Connector. The roadway has been designed to reduce impact on agricultural land by moving the roadway as close to I-80 as possible.

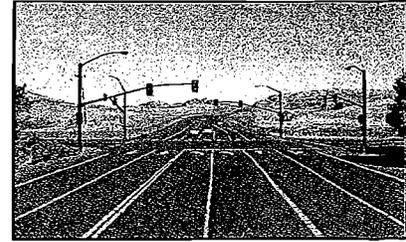
WHAT STEPS ARE BEING TAKEN TO IMPROVE ACCESS FOR BICYCLISTS AND PEDESTRIANS?

The Project will include a multiuse path along the east end between Abernathy Road and Suisun Creek which will provide bicyclists and pedestrians access to Solano Community College. In addition, the future signalized intersection of SR 12 West at Red Top Road and the North Connector will provide bicyclists and pedestrians with a safe way to cross SR 12 West.



HOW WILL THIS PROJECT IMPROVE LOCAL TRAFFIC AND REDUCE CONGESTION ON I-80?

The North Connector is designed to provide a way for local traffic including residents and employees of local businesses to avoid traveling on I-80. This will provide congestion relief on I-80 and reduce travel times for local trips.



Proposed Red Top Road Intersection

WHAT IS THE TIMING OF THE WEST END OF THE PROJECT AND HOW WILL THAT AFFECT LOCAL TRAFFIC?

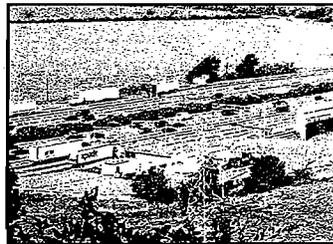
The west end of the North Connector is currently scheduled to be completed by 2016. The STA is working closely with the City of Fairfield and Solano County to secure funding.

SOLANO TRANSPORTATION PROJECTS UPDATE

CORDELIA TRUCK SCALES RELOCATION STUDY

OBJECTIVE: Relocate and redesign the truck scales to accommodate more trucks in order to reduce congestion, improve safety, and minimize conflicts between cars and trucks.

KEY ELEMENTS: Build replacement scales and inspection facilities approximately one half mile east of their current location.



STATUS: STA, Caltrans, and the California Highway Patrol (CHP) initiated the Cordelia Truck Scales Relocation Study as part of the Interchange Project. The study was completed in February 2005. The replacement scales and inspection facilities (approximately one-half mile to the east) are being evaluated in the I-80/I-680/SR 12 Interchange Environmental Impact Report/Environmental Impact Statement.

TOTAL PROJECT COST: \$200 million.

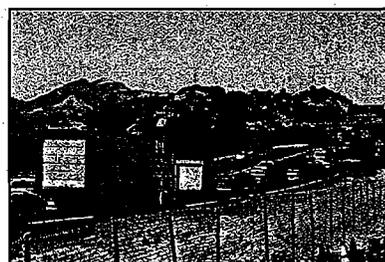
SR 12 JAMESON CANYON ROAD WIDENING PROJECT

OBJECTIVE: Increase mobility and improve safety by converting SR 12 from two to four lanes between I-80 (Solano County) and SR 29 (Napa County).

STATUS: Currently in environmental review.



SR 12 WEST TRUCK CLIMBING LANE PROJECT



OBJECTIVE: Improve traffic operations on I-80 created by trucks waiting to exit to SR 12 by constructing a truck climbing lane from I-80 to west of Red Top Road.

STATUS: Currently in the final design. Construction is anticipated

to begin in Summer 2008.

I-80 HOV LANES PROJECT UPDATE

The addition of 8.7 miles of High-Occupancy Vehicle (HOV) Lanes in both directions in the median from Red Top Road to Airbase Parkway is expected to reduce congestion, promote ride-sharing, and benefit local and regional transit service.

An Initial Study/proposed Mitigated Negative Declaration (IS/MND) was released for public review and comment on December 29th, 2006. The public comment period closed on February 1st, 2007. Caltrans, as the lead agency, and the STA Board, as the Responsible Agency, approved the MND. Federal Highway Administration approved the IS on April 9, 2007.

Construction of the HOV Lanes Project is scheduled to begin in the Summer of 2008 with project completion scheduled for Fall 2009.

HOW WILL THESE HOV LANES IMPROVE TRAVEL TIMES ALONG I-80?

Studies have determined that approximately 24 percent of the cars traveling during the peak-hour traffic along this section of I-80 already carry two or more passengers, and by 2030, this number is expected to increase to 27 percent. HOV lanes in both eastbound and westbound direction will provide an effective alternative mode of transportation to single occupancy vehicles and reduce travel times for all motorists.



WILL THESE HOV LANES BE NEWLY CONSTRUCTED LANES ON I-80?

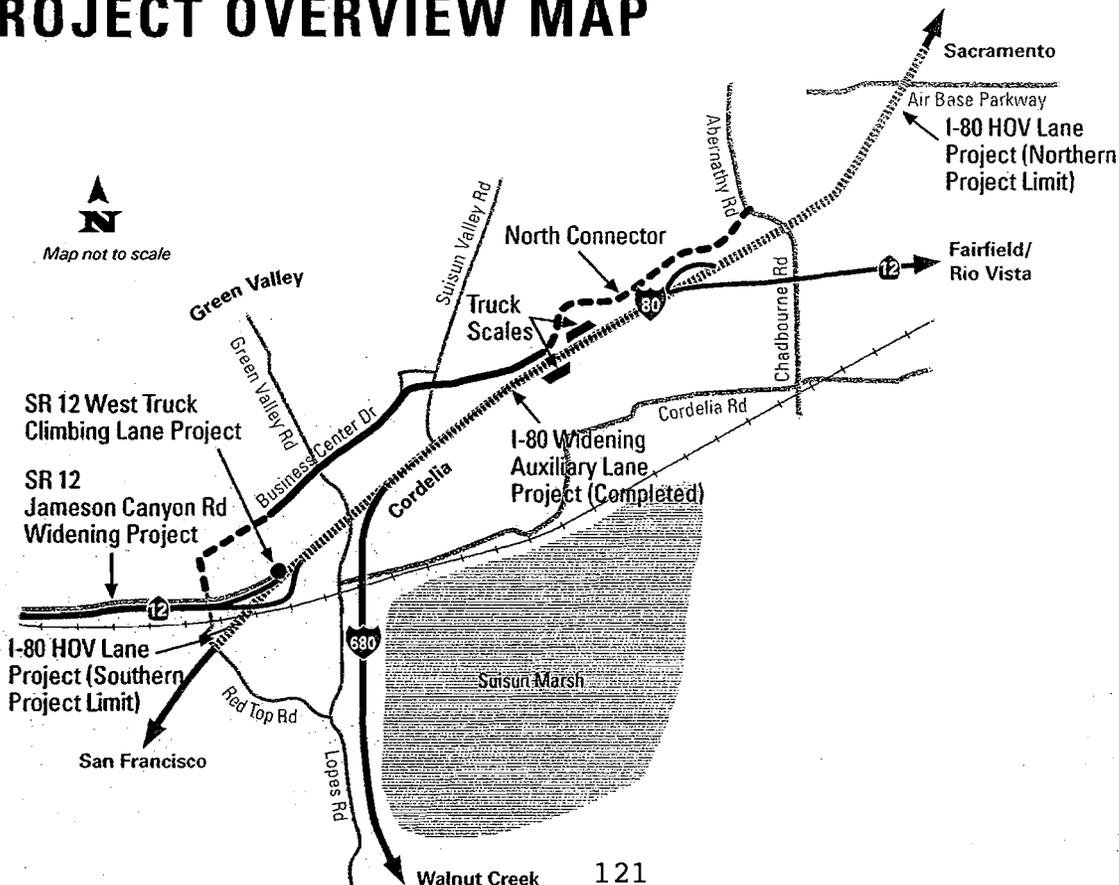
The new HOV Lanes will be added in the median of the existing road. Construction will involve widening I-80 in some sections.

WITHOUT ADDITIONAL HOV LANES ON I-80, THE BOTTLENECKS ARE JUST BEING MOVED. WILL ADDITIONAL HOV LANES BE PROVIDED?

Yes. As part of the Solano Comprehensive Transportation Plan (CTP 2030), the STA intends to close the gaps in the HOV lane network. As noted in the CTP 2030, HOV lanes and HOV lane connectors are planned for I-80 on the following segments:

- I-680 to I-80 HOV direct connectors
- HOV lanes from Air Base Parkway to I-505
- HOV lanes from Carquinez Bridge to SR 37

PROJECT OVERVIEW MAP

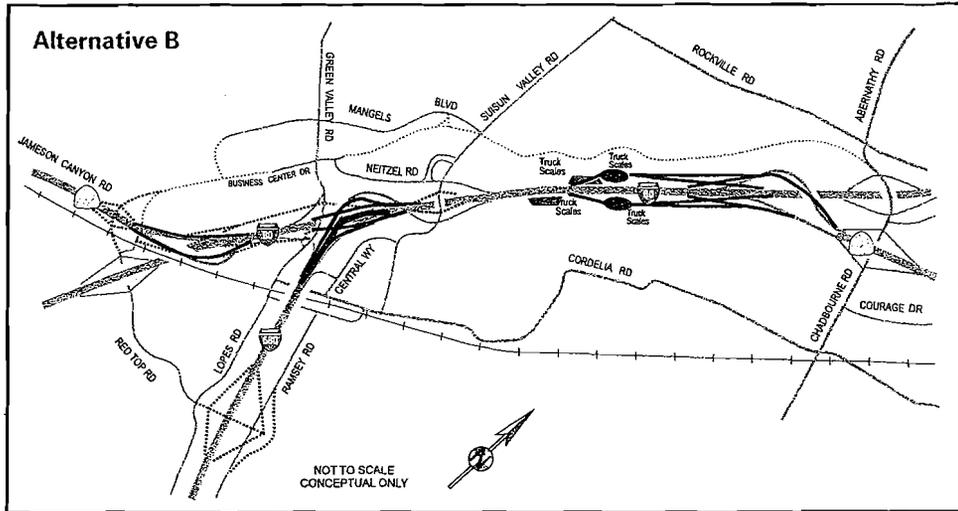
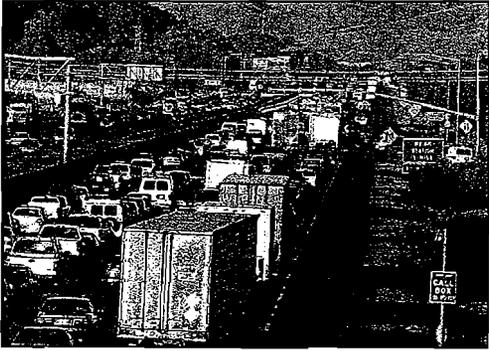


How to Stay Involved

Visit STA's web site at www.solanolinks.com

QUESTIONS?

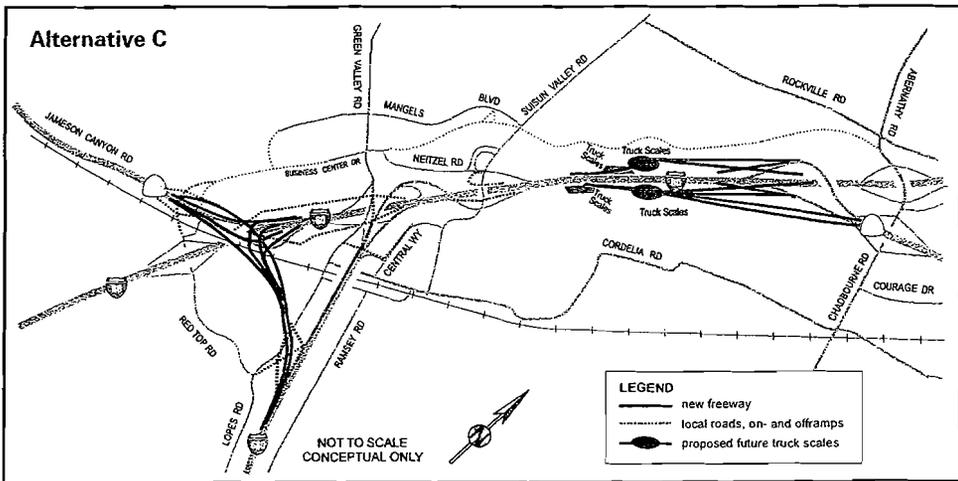
Contact: **JANET ADAMS**, Director of Projects
 Solano Transportation Authority
 (707) 424-6075; jadams@sta-snci.com



ALTERNATIVES MOVING FORWARD

Over the last several years, STA, Caltrans, traffic engineers and consultants have been evaluating a variety of design alternatives for the Interchange. In March 2007, the STA board recommended two alternatives, referred to as Alternative B and C, for further environmental study.

In the coming months as part of the environmental review process, these alternatives will be studied in more detail to more accurately define their potential impacts to the environment. The alternatives are subject to refinement as environmental studies proceed.



I-80/I-680/SR 12 INTERCHANGE ALTERNATIVES



- STA Board of Directors
- Anthony Intintoli
- Chair
- Mayor, City of Vallejo
- Steve Messina
- Vice Chair
- Mayor, City of Benicia
- Mary Ann Courville
- Mayor, City of Dixon
- Harry Price
- Mayor, City of Fairfield
- Ed Woodruff
- Mayor, City of Rio Vista
- Jim Spang
- Member, Solano County Board of Supervisors
- Pete Sanchez
- Mayor, City of Suisun City
- Len Augustine
- Mayor, City of Vacaville

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DATE: June 18, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Update

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 'fiscally 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.

Discussion:

MTC has revised the process for reviewing the transportation network that will be used to evaluate MTC investment and performance scenarios. Previously, MTC had requesting the Bay Area Congestion Management Agencies (CMAs) submit project lists for the areas they cover by July 31, 2007. In the revised process, MTC will use those projects already identified in the RTIP or on-going corridor studies, but is not asking the CMAs to submit new project lists. The CMAs are concerned that this will not be a transparent process that provides opportunities for input and correction.

MTC will use the network and land use assumptions it creates to develop a "Regional Vision" made up of the various projects, unconstrained by financial limitations. There are three investment strategies that will then be used to cluster the proposed improvements for modeling:

- ◆ Freeway Performance Improvements
High Occupancy Vehicle (HOV) High Occupancy Toll (HOT)/Express Bus
- ◆ Rail and Ferry

Each of the three investment strategies will then be used to model its impact on the following three areas:

- ◆ Vehicle Miles Traveled (VMT)
- ◆ Person Hours of Delay
- ◆ Greenhouse Gas (GHG) Production/Emissions
(CMA Planning Directors have suggested that Mode Shift from single-occupant vehicles to multi-occupant vehicles and transit also be used as a performance measure)

The results of the modeling of the three investment scenarios will be released at a joint MTC/Association of Bay Area Governments (ABAG) general assembly in October 2007. The CMAs are concerned that this process will not allow for adequate time or flexibility to allow for any errors in the assumptions or modeling results to be identified and corrected. Also, the involvement of land use patterns developed in the Bay Area FOCUS process is currently unclear, and may also have an influence on the modeling results that will be difficult to change if it is not released until the October General Assembly.

The results of these technical analyses of the investment strategies will ultimately guide MTC in its creation of a preferred alternative for the RTP. This will be the fiscally constrained RTP; the total cost of the projects that are included in the RTP cannot exceed the expected revenues for such projects over the term of the plan. This will become the Draft RTP, which is scheduled for release and environmental analysis in September 2008. After public and environmental review, the Final RTP is scheduled for adoption in February 2009.

As a result of the CMAs concern about the RTP process and timing, a letter is being drafted to MTC highlighting for the CMAs concerns. This includes an emphasis on maintaining the current system investments and keeping promises made to voters when local bridge tool and sales tax measures were on the ballot.

An area of particular concern to the CMAs is the status of local roadway pavement. A report has been prepared by the San Francisco Bay Area Local Streets and Roads Working Group of the Bay Area Partnership, in association with MTC. This report is titled "Saving Our Streets (SOS)" and is dated May 2007. SOS includes an analysis of the current maintenance backlog. The report sets out a goal of achieving and maintaining the network with a Pavement Condition Index (PCI) of 75. The cost to reach this PCI is estimated to be \$450 million annually (in 2006 dollars). This contrasts to the investment needed to maintain the current PCI of 64 at \$343 million annually. If the current annual investment of \$204 million is maintained, the PCI can be expected to drop below 60 within 15 years, and reach a deplorable 41 by 2032, the end outer limit of the study's timeline.

The CMA Director's preliminary review of this report occurred on May 25. The Directors agreed that SOS provided a good overview of the issue, and should be incorporated into the process of setting priorities for investment in the RTP.

A copy of the SOS report is attached.

Recommendation:

Informational.

Attachment:

- A. Saving our Streets Report

SAN FRANCISCO

SAVING OUR STREETS

A Strategic Plan for Maintaining the Bay Area's Local Streets and Roads

May 2007

Prepared by the San Francisco Bay Area Local Streets
And Roads Working Group of the Bay Area Partnership

Metropolitan Transportation Commission

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SAVING OUR STREETS

A Strategic Plan for Maintaining the Bay Area's
Local Streets and Roads

**Prepared by the Local Streets & Roads Working Group of
San Francisco Bay Area Partnership
Metropolitan Transportation Commission**

May 2007

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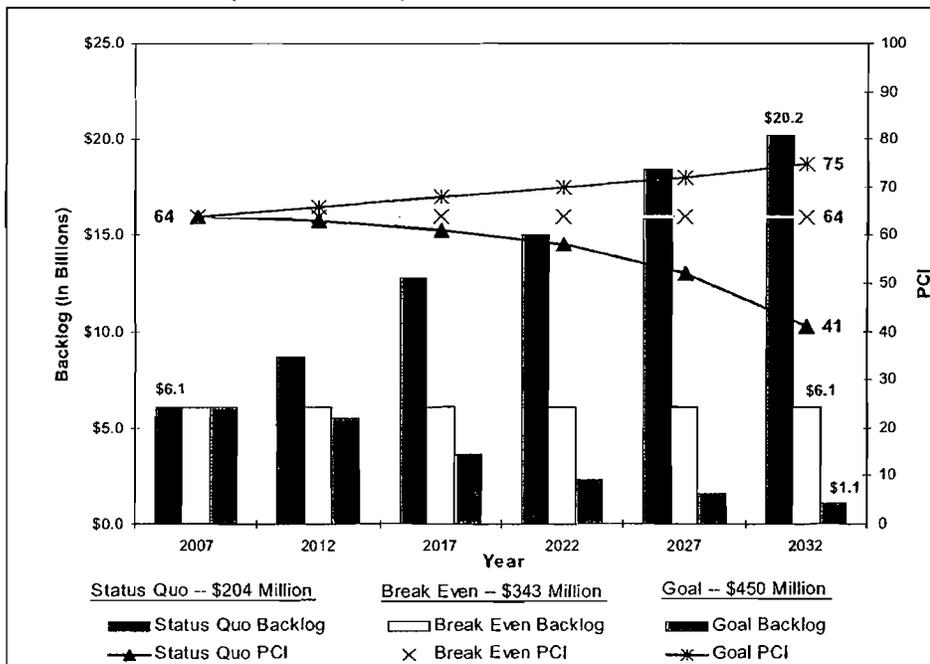
INTRODUCTION

The purpose of this *Local Streets and Roads Strategic Plan* is to focus on this regionally significant transportation system—an asset valued at \$40 billion—and how it must be maintained. The quality of the region’s local street and road system is in a significant state of decline. Current funding investments are not sufficient to adequately maintain, operate, and improve the system in accordance with regional goals and community expectations.

Currently, the average Pavement Condition Index (PCI) of the San Francisco Bay Area’s local street and road network is 64—on a scale of 0 to 100, with 100 being best. While this score places the average quality of the region’s roads in the “fair to good” category, the nature of a pavement lifecycle is that at a PCI of 60, deterioration begins to take place at a very rapid rate.¹ Once rapid deterioration begins to take place, the overall cost of repairs required to bring the network back to good condition increases dramatically due to the high differential in cost between preventive maintenance treatments and major rehabilitation or reconstruction. The difference between the cost of the work needed to bring the network to good condition versus the money available is called the “backlog.”

The chart below illustrates how the region’s overall pavement maintenance backlog and average pavement conditions would fare over time given different levels of annual maintenance funding².

Figure 1: Regional Maintenance Backlog and PCI over Time Under Different Annual Funding Scenarios (In 2006 Dollars)



¹ Refer to Figure 3 on page 5 for more information on the pavement deterioration curve.

² Based on analyses performed with the MTC pavement management software – Street Saver 8.0 ®

If investment in the maintenance of the region's local street and road network remains at the current level of approximately \$204 million per year, the pavement quality of a majority of streets and roads will fall into the "poor" or "failed" category within the next twenty five years and the backlog of needed repairs will grow from the current figure of \$6.1 billion, to over \$20 billion. Just to keep the region's level of backlog and pavement condition the same over time, the region will need to increase funding for maintenance by 68% to \$343 million per year. In order to significantly reduce the backlog amount and increase the region's average PCI to 75, the average annual level of expenditure on pavement maintenance would need to more than double to \$450 million per year. However, once a PCI level of 75 is reached, the on-going cost of maintaining a network in that condition would be dramatically lower, and that would free up funds for use in other priority areas.

Deteriorating pavement quality is only one of the challenges facing the region's local street and road infrastructure. This strategic plan will address the goals and objectives for improving the entire local street and road network, including safety and efficiency measures that are necessary to accommodate a growing population.

The Local Streets and Roads Working Group, an advisory group to the Bay Area Partnership, has developed this Strategic Plan to bring attention to the Bay Area's deteriorating roadway infrastructure problem. The target audience includes Metropolitan Transportation Commission (MTC) Commissioners along with local, regional and state officials and policymakers who put forth legislation and develop budgets that can change the course of infrastructure investment throughout California.

This Strategic Plan will

- Provide input to the development of the 2009 Regional Transportation Plan
- Provide input to the MTC Legislative Program for both state and federal platforms
- Ensure the needs of the local street and road system are considered in the allocation of regional transportation funds
- Inform elected officials, policymakers, and the public about the far reaching negative effects of our deteriorating roadway infrastructure

VISION STATEMENT

Increase the average Pavement Condition Index (PCI) for the Bay Area from 64 to 75 by the year 2035, and provide a safe, efficient and well-maintained local street and road network in the Bay Area Region for all travel modes.

STRATEGIC PLAN GOALS

GOAL 1

Maintenance – develop maintenance strategies and performance standards to effectively allocate resources

GOAL 2

Safety – improve the safety of the local street and road network in the Bay Area for all modes of travel

GOAL 3

Efficiency – improve operations and performance of the local street and road network

GOAL 4

Financial – develop the financial resources in the Bay Area to adequately maintain, operate and improve the local street and road network

GOAL 1: Maintenance

Develop maintenance strategies and performance standards to effectively allocate resources

DISCUSSION:

Ideally, the average PCI of the region’s local street and road network would be about 85— the condition at which roadways are the most cost-effective to maintain. To achieve that condition over the next 25 years, the region as a whole would need to invest three times the amount that is currently being invested in local streets and roads maintenance. To achieve the more modest goal of 75, maintenance expenditures will need to double.

Figure 2: Regional Pavement Condition Scenarios Based on Funding Levels

	Existing Funding	Break-Even	Goal
Average Regional PCI in 2032:	41	64	75
Average Annual Expenditure Level:	\$ 204,420,223	\$ 343,487,854	\$ 449,724,490
Annual Expenditure / Lane Mile:	\$ 4,986	\$ 8,378	\$ 10,969

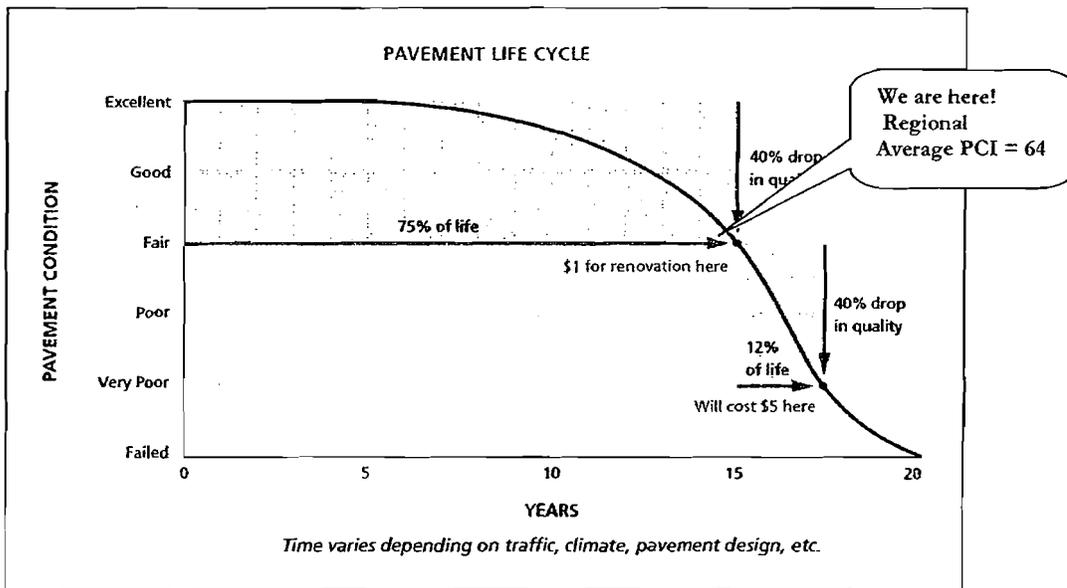
*PCI = Pavement Condition Index (Scale of 0 to 100, with 100 being the best)

With all of the competition that exists in the Bay Area for government funds, it is unlikely that there will ever be sufficient resources available to maintain the local street and road network at the optimal level. Therefore, it is critical that every dollar that is made available for street and road maintenance be put to its best use. Just as it is less expensive in the long run to change a car’s oil filter regularly than it is to replace the engine every few years, it costs far less to maintain roads in good condition than it does to allow them to deteriorate to a point where major rehabilitation or reconstruction is required.

The old strategy of fixing the worst streets first is not cost effective and has contributed to the deteriorated state that our region’s local street and road network is currently in. This strategy prioritizes major rehabilitation or pavement reconstruction and is a reactive approach to pavement maintenance. Ignoring low-cost preventive treatments when pavement is still in good condition results in costs that are anywhere from five to twenty times greater when repairs are delayed until major rehabilitation or reconstruction of the roadway is required.

Pavement preservation is the concept of *applying the right treatment to the right roadway at the right time*. This strategy normally prioritizes the application of preventive maintenance treatments that address aging, oxidation, surface deterioration, and normal wear and tear from day-to-day performance and environmental conditions. If regular preventive maintenance is applied to roadways with a PCI of 70 or above—deterioration can be better managed and the life of the roadway greatly extended. Therefore, funding strategies for local streets and roads must support and encourage effective pavement preservation.

Figure 3: Pavement Life Cycle



Many jurisdictions rely on a pavement management system to provide appropriate recommendations on when to apply pavement preservation treatments. By using an integrated pavement management system, a manager can select the best repair strategies and projects and select the proper proportion of preventive maintenance to optimize available dollars and extend the service life of the pavements.

OBJECTIVE: Encourage use of proven pavement preservation strategies to achieve an average pavement condition index of 75 for the local street and road system in the Bay Area.

Action Items:

1. *Establish "Fix it First" policies* –Increasingly it is being recognized that taking good care of what you already have is a sound investment. In the Transportation 2030 regional transportation plan, "fix it first" policies were adopted that have led to an increased allocation of federal gas tax funds for pavement maintenance.
2. *Condition maintenance funds on local jurisdictions' effective use of a pavement preservation program* –MTC and its partners have identified a distribution formula that rewards cities and counties that are putting more local resources into their roadway networks and making maximum use of efficiency measures such as preventive maintenance practices.
3. *Support MTC's continued administration of the Regional Streets and Roads Program at the regional level* – MTC has worked closely with Bay Area cities and counties to standardize pavement management systems, provide technical assistance and compile

a comprehensive inventory of local pavement conditions and funding needs. These efforts result in the more cost effective use of the public's investment in the transportation system.

4. *Support pavement preservation education* – New interest in the concept of pavement preservation within government transportation agencies and academic institutions has resulted in an abundance of training and technical resources to help improve maintenance practices. The Local Streets and Roads Working Group members encourage the use of these resources among their peers in the local public works agencies.

GOAL 2: Safety

Improve the safety of the local street and road network in the Bay Area for all modes of travel

DISCUSSION: Roadway infrastructure that is in disrepair or not up to current standards is a public safety issue. All roadway infrastructure projects should consider appropriate ways to maintain or enhance safety by keeping pavement free of potholes, improving accessibility with ADA ramps and establishing safe pedestrian and bicycle facilities. Adding shoulders to rural roads that are carrying much more traffic than they were designed for will improve safety for both motorists and bicyclists. Addressing the maintenance needs of local bridges in the region will help avoid the serious consequences to congestion and public safety if bridges fail. When considering needed safety improvements, the funding shortfall for maintaining the local street and road network becomes even larger.

OBJECTIVE:

A) Implement safety improvements to the local street and road network to lower collision rates and to reduce fatalities region wide by 10% by the year 2035.

Action Items:

1. *Implement the Strategic Highway Safety Plan in the Bay Area* – Implementation will include working with key stakeholders such as the California Highway Patrol and emergency and health service providers to identify safety issues, prioritize them, and devise regional solutions.
2. *Implement the Routine Accommodation Policy and, when possible, provide for the construction and maintenance of pedestrian and bicycle facilities on the local street and road network.*
3. *Implement a Regional Safe Routes to School Program*

B) Rehabilitate or Replace all structurally deficient and functionally obsolete local bridges in the Bay Area

Action Items:

1. *Conduct a needs assessment for local bridges* – There are over 1,900 local bridges in the Bay Area. The last extensive estimate of bridge needs was completed in 1999. Although federal Highway Bridge Replacement and Rehabilitation (HBRR) funds have been available to address much of the maintenance needs, many bridge repair projects have not been undertaken due primarily to the lack of local funding available to match the federal program. A needs assessment should be conducted in order to identify those local bridges that are still in need of repair.

2. *Identify matching funds to maximize available HBRR funds* – While the recently passed Proposition 1B bond measure included \$125 million to be used as local matching funds to the HBRR program, only those bridges identified in the measure as still requiring seismic retrofitting are eligible for the funds. Proposition 1B funds cannot be used as local match for local bridge maintenance or rehabilitation projects. The Bay Area should work with the State to implement a local match program for local bridges not covered by Proposition 1B.
3. *Work with Caltrans and relevant permitting agencies to improve the delivery process for local bridge projects* – Another obstacle to completing local bridge maintenance projects is the difficulty that jurisdictions have in meeting the stringent environmental clearance demands in the project delivery process. Local bridge projects often spend years, if not decades in the design phase in order to meet project delivery requirements. Encourage the State to develop a streamlined environmental process for local bridge projects to expedite bridge maintenance and rehabilitation.

GOAL 3: Efficiency

Improve operations and performance of the local street and road network

DISCUSSION: Every day, people make choices about the best ways to make trips to their jobs, shopping, school or recreation. The traveling public benefits when they have an expanded range of choices for making trips according to their personal requirements for travel time, cost, convenience and reliability. As every traveler knows, certain corridors are already heavily congested and future regional growth will result in continued traffic problems throughout the Bay Area. The effort to make Bay Area travel easier and more convenient stretches across multiple jurisdictions and all travel modes.

Each piece of the regional transportation system needs to be optimized to work as efficiently as possible with all components smoothly meshing to create a unified network. The local street and road network is an integral part of the regional transportation system. Motorists, transit, pedestrians and bicyclists use the network to travel within and between communities. An efficient local street and road network is critical for the efficiency and reliability of the transit bus system, emergency services and goods movement.

OBJECTIVE: Optimize operations for all travel modes for the local street and road network in the Bay Area.

Action Items:

1. *Optimize operations of the local street and road network through comprehensive and consistent signage, signal and Intelligent Transportation System improvements, and intersection modifications*
2. *Work with the Congestion Management Agencies (CMAs) to integrate the local street and road network into corridor management plans.*
3. *Support land use principles to promote a more efficient use of the existing local street and road network – Prioritize effective routine maintenance of the existing network to limit potholes and other pavement distresses, thus reducing the wear and tear on transit buses and improving safety for bicyclists and motorists. Furthermore, improvements made to non-pavement assets (part of the local street and road network) such as sidewalks, increases the walk-ability of existing communities, reduces pedestrian accidents, and makes the transportation system as a whole more efficient.*

GOAL 4: Financial

Develop the financial resources in the Bay Area to adequately maintain, operate and improve the local street and road network

DISCUSSION: The local street and road system in the San Francisco Bay Area represents the largest single regional public investment in transportation. Over 41,000 lane miles of county roads and city streets have been constructed and are being maintained by the region's nine counties and 101 cities. The unfortunate reality is that the quality of the region's local street and road network is in a significant state of decline. Current funding investments are not sufficient to adequately maintain, operate, and improve the \$40 billion dollar system in accordance with regional goals and community expectations.

Lack of funding for operations and maintenance of the local street and road network is causing the transportation network to deteriorate at such an alarming rate that potholes have become commonplace. This situation is much more than an annoyance to the driving public. Major deterioration is producing a critical backlog of needed repairs, rising costs to repair vehicles, and decreased safety. If the problem is not addressed today, repair costs will accelerate dramatically in the future. If this is allowed to occur, the only future repair option will be complete roadway reconstruction, at a cost five to twenty times greater than what is required by providing preventive maintenance now.

OBJECTIVE: Increase funding for maintenance and rehabilitation projects to help eliminate the \$10.9 billion twenty-five year shortfall and provide adequate funding to increase the average PCI for the Bay Area from 64 to 75 by 2035.

Action Items:

1. *Accurately identify the funding necessary to sustain and improve the local street and road network at the regional level and support the effort to update the local streets and roads needs statewide.*
2. *Encourage the prioritization of discretionary regional funding for maintenance and rehabilitation of the existing transportation system in the 2009 Regional Transportation Plan—i.e., “Fix it First”.*
3. *Increase/Index gas tax* - Attempts to remedy the eroding gas tax base should include the following:
 - Enact MTC authority to implement a regional gas tax or fee.
 - Increase the State gas tax periodically and index the gas tax automatically to adjust for inflation, or convert the gas tax to a percentage of the fuel cost.
 - Consider a direct user fee based on miles traveled (i.e., a “mileage tax”) to provide equity in revenue collection from all motor vehicles regardless of fuel efficiency and fuel source.

4. *Support vehicle registration legislation like Senate Bill 1611 (Simitian)* – SB1611 authorizes local congestion management agencies (CMA) or county boards of supervisors, if there is not a CMA in a county, to enact up to a \$25 vehicle registration surcharge to be devoted to transportation improvements.
5. *Pursue local sales tax measures* – Support new local sales tax measures and renewal of the existing countywide sales tax measures in all Bay Area counties and advocate that a responsible share of these measures be devoted to local streets and roads maintenance.
6. *Establish business improvement districts* – Special districts exist in downtowns and business districts throughout the country, from small cities to large cities like Los Angeles, Chicago, Philadelphia, Sacramento, Long Beach and San Diego. Research options to allow Bay Area communities to pursue this public/private partnership tool to provide improvements to the local streets and roads in these districts.
7. *Enact citywide assessment districts* – Support cities proposing a property assessment for transportation system maintenance and operations in general, or for a particular citywide service like pavement maintenance or street lighting.
8. *Pursue local bond measures* – Recently, cities have successfully gained voter approval of bond measures to improve parks, library, police, and fire facilities. Similar efforts should be initiated to improve a local jurisdiction’s transportation infrastructure.

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DATE: June 15, 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:

There are 5 project delivery reminders for the TAC:

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

Below is the status of MTC's Federal Obligation Plan as of May 18, 2007.

Projects in MTC's FY 2006/07 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL050014	Columbus Parkway Rehabilitation	Reprogrammed to Benicia - West "K" St Rehab. Send Caltrans award package with revised E-76 request to obligate additional funds.
Dixon	SOL050051	North Fourth Street and East "A" Street Rehab	E-76 received from FHWA on 4/20/07.
Fairfield	SOL010023	Hilborn Road Rehabilitation	Will award by 7/17/07 and send package to Caltrans for revised E-76.
Fairfield	SOL050033	Linear Park Trail	E-76 received from FHWA on 5/04/07.
Solano County	SOL010024	Various Streets and Rehabilitation	E-76 received from FHWA on 3/21/07.
Solano County	SOL050024	Vacaville-Dixon Bike Route	E-76 received from FHWA on 3/30/07.
Suisun City	SOL050053	Sunset Avenue Rehabilitation	Reprogrammed to SOL010023 in TIP Amendment 07-09.
Vacaville	SOL050027	Centennial Bike Way	Forwarded from Caltrans HQ to FHWA for final approval.

Vacaville	SOL050054	Dobbins St and East Monte Vista Rehabilitation	ROW cert #3 approved 5/18/07. E-76 request to be processed by Caltrans.
Vallejo	SOL050023	Vallejo Station Pedestrian Links	Transferred to FTA for obligation.

2. Inactive Obligations

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

March 2007 Inactive Projects (carried over from December 2006 period)			
<ul style="list-style-type: none"> • Submit an invoice by May 11 • Submit a justification form or deobligation request by May 31. 			
Agency	Project	Unexpended Funds	Status
Benicia	WB Route 780 at E. 2 nd St, On/Off Ramps, Install Traffic Signals	\$10,000	Benicia has received payment. This project will be taken off the list
Vallejo	Downtown Vallejo Square, Pedestrian Enhancements/Landscape	\$586,839	Final Invoice Resubmitted, in final voucher process
Projects that will become inactive by June 2007			
Vacaville	Alamo Creek, North side from Alamo to Marshall Rd, Ped/Bike Path	\$111,514	Final Report to be submitted
Projects that will become inactive by September 2007			
Vacaville	I-80 Leisure Town Rd I/C, Reconstruct I/C and Roadway Widening	\$7,117,623	Received reimbursement for about \$7M and should no longer be on the list.
Vacaville	Nut Tree Rd from Ulatis Dr to Orange Dr, AC Overlay	\$595,000	Construction nearly complete. Vacaville will invoice soon.

3. Transportation Improvement Program (TIP) Amendment Schedule

Attached is the most current TIP amendment schedule. Adding new projects to the TIP will require a formal TIP amendment.

Due to a 2-year TIP update process required by SAFETEA-LU, there is the potential for a similar "no TIP amendments allowed" period to occur between September 2008 and March 2009. More information will be release by MTC in July.

4. Proposition 1B Local Seismic Bond Match And Highway Bridge Program

\$125 million in Prop. 1B funds have been programmed as the match towards federal bridge seismic retrofit projects. Caltrans completed a review of bridges listed in the Seismic Retrofit program, of which Vallejo's Sacramento St / US Navy Railroad bridge received funding for bond match funds.

The program guidelines allow funding for new phases of work on a first-come, first-served basis at 11.5 percent up to \$125 million. This will require agencies to complete the previously authorized preliminary engineering (design and strategy) with local match funds and focus the bond match funds primarily on construction.

5. June 18, 2007 MTC Project Delivery Working Group:
MTC's Project Delivery Working Group (PDWG) is an MTC forum for discussing regional project delivery issues at the Congestion Management Agency project manager level. These meetings usually discuss current project delivery deadlines and procedure updates. There is a current effort being made by MTC and Caltrans Local Assistance staff to summarize the post-obligation process regarding the tracking of inactive obligations by FHWA, Caltrans Headquarters, and Caltrans Local Assistance. More information will be made available about this meeting in the Solano Project Delivery Working Group agenda.
6. STA Project Delivery Working Group, June 26, 2007:
The Solano PDWG agenda will be emailed to TAC members and Solano PDWG members by June 20, 2007. A complete packet will be email by June 22, 2007.

Recommendation:

Informational.

Attachment:

- A. 2007 Transportation Improvement Program (TIP) Amendment Schedule, 6-18-07
- B. Solano Project Delivery Working Group (Solano PDWG) Agenda Cover
(Provided under separate cover).

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METROPOLITAN TRANSPORTATION COMMISSION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2007 TIP AMENDMENT SCHEDULE - SUBJECT TO CHANGE

as of June 18, 2007 (edited by STA staff after MTC PDWG meeting)

REVISION TYPE	AMENDMENT REQUEST SUBMISSION DEADLINE	PAC REVIEW	COMMISSION / EXEC. DIRECTOR APPROVAL	STATE APPROVAL*	FED. APPROVAL*
Administrative (07-01)	October 6, 2006	N/A	October 27, 2006	November 3, 2006	N/A
Formal Amendment (07-02)	November 1, 2006	January 10, 2007	January 24, 2007	February 20, 2007	March 15, 2007
Administrative (07-03) **	November 1, 2006	N/A	November 22, 2006	November 30, 2006	N/A
Formal Amendment (07-04)	January 1, 2007	March 14, 2007	March 28, 2007	April 20, 2007	May 15, 2007
Administrative (07-05) **	January 1, 2007	N/A	March 9, 2007	March 16, 2007	N/A
SAFETEA Amend. (07-06) ***	February 1, 2007	April 11, 2007	April 25, 2007	May 29, 2007	July 1, 2007
Administrative (07-07)	March 1, 2007	N/A	March 23, 2007	March 26, 2007	N/A
POP Amend. (07-08)	March 23, 2007	April 11, 2007	April 25, 2007	May 25, 2007	June 7, 2007
Formal Amendment (07-09)	May 1, 2007	June 12, 2007	June 27, 2007	July 20, 2007	August 17, 2007
Possible Administrative (07-10)	July 1, 2007	N/A			
Formal Amendment (07-11)	August 1, 2007	September 12, 2007	September 26, 2007	October 19, 2008	November 16, 2008
Formal Amendment	November 1, 2007	December 12, 2007	December 19, 2007	January 18, 2008	February 15, 2008

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* Approval Dates are expected dates and are subject to change

** Administrative Actions continue to be processed on a monthly basis with requests due to MTC by the first of each month

*** TIP Amendment to conform TIP to SAFETEA

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DATE: June 15, 2007
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Pavement Management Technical Assistance Program (P-TAP) Round 9	Sri Srinivasan MTC (510) 817-5793	June 22, 2007
Regional Transportation Fund for Clean Air Program	Geraldina Grunbaum, BAAQMD (414) 749-4956	June 29, 2007
Solano Transportation for Livable Communities (TLC) Capital Grants	Robert Guerrero, STA (707) 424.6014	July 24, 2007
Solano Alternative Fuels Grants	Robert Guerrero STA 707.424.6014	July 24, 2007
California State Parks Habitat Conservation Fund	David Smith California Department of Parks and Recreation (916) 651-8576	October 1, 2007



FUNDING OPPORTUNITY
Pavement Management Technical Assistance Program (P-TAP)
Due June 22, 2007

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Pavement Management Technical Assistance Program (P-TAP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project

Sponsors: Cities and counties are eligible to apply.

Program Description: Provides Bay Area jurisdictions with assistance and expertise in implementing a pavement management program (PMP) using the MTC StreetSaver® software.

Funding Available: A total of \$800,000 is available in FY 2007-08 for the Bay Area. The minimum grant per jurisdiction is \$7,500 and the maximum grant is \$40,000. The P-TAP requires a local contribution of 20%.

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

1. Pavement Management System (PMS)
2. MTC PMP/Geographical Information System (GIS)
3. Pavement design projects to develop Plans, Specifications, and Estimates (PS&E)

Previous awards in Solano County:

- Benicia – \$32,333
- Dixon – \$43,265
- Fairfield – \$39,839
- Rio Vista – \$13,014
- Suisun City – \$52,573
- Vacaville – \$46,697
- Vallejo – \$32,756

Further Details: <http://www.mtcpms.org/> “P-TAP 9 Call for Projects”

Program Contact: Sri Srinivasan, MTC, (510) 817-5793, ssrinivasan@mtc.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY

Regional Transportation Fund for Clean Air Program

Due June 29, 2007

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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



FUNDING OPPORTUNITY
Solano Transportation for Livable Communities (TLC)
Capital Grants
Due: Thursday, July 24, 2007

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Solano Transportation for Livable Communities Capital Grants is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and the County of Solano are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Funding Available: A total amount of \$1,034,800 is available for Solano TLC capital projects over the next two fiscal years (FY 2007-08 and FY 2008-09). Specifically, \$242,000 is available to eligible TLC project sponsors from the Bay Area Air Basin through Transportation Enhancements Funding. The remaining \$792,000 is available to eligible TLC project sponsors from the Yolo Solano Air Basin. A local match of 11.5% is required to be eligible for TLC funds.

- Eligible Projects:**
- bicycle and pedestrian paths and bridges
 - on-street bike lanes
 - pedestrian plazas
 - pedestrian street crossings
 - streetscaping such as median landscaping
 - street trees
 - lighting
 - traffic calming design features such as pedestrian bulb-outs or transit bulbs
 - transit stop amenities
 - way-finding signage
 - gateway features

Applications will be Available at: www.solanolinks.com

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



FUNDING OPPORTUNITY

Alternative Fuels Grants

Due: Thursday, July 24, 2007

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the STA's Alternative Fuels Grants 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: Funding provided for the Alternative Fuels Grants is provided by Eastern Solano Congestion Mitigation Air Quality Management (CMAQ) Program funds. Yolo Solano Air Basin Cities and the County of Solano are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: The STA dedicated a portion of ECMAQ funding specifically for Alternative Fuels Grants to fund projects that demonstrate air quality benefits.

Funding Available: A total amount of \$200,000 is available for ECMAQ eligible Alternative Fuels s over the next two fiscal years (FY 2007-08 and FY 2008-09). A local match of 11.5% is required to be eligible for ECMAQ funds.

Eligible Projects:

- Educational and outreach materials pertaining alternative fuels infrastructure and vehicles
- Alternative fuel vehicles
- Alternative fuel infrastructure

Applications will be Available at: www.solanolinks.com

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project

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

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

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

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

1. 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

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: Sara Woo, Planning Assistant, (707) 424-6075



**Solano Transportation Authority
Board Meeting Highlights
June 13, 2007
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiolat, STA Clerk of the Board
RE: Summary Actions of the June 13, 2007 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of June 13, 2007. If you have any questions regarding specific items, please call me at 424-6008.

BOARD MEMBERS PRESENT:

Anthony Intintoli (Chair)	City of Vallejo
Steve Messina (Vice Chair)	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Jim Spering	County of Solano

CLOSED SESSION

Closed session to discuss Executive Director Performance Review. Melinda Stewart, Interim Legal Counsel, indicated that there were no matters to report.

SPECIAL PRESENTATION

New California Transportation Commission (CTC) Member James Earp addressed the STA Board on statewide and countywide transportation issues.

ACTION - FINANCIAL

A. *Revised - Fiscal Year (FY) 2006-07 Final Budget Revision*

Recommendation:

Approve the adoption of the *revised* FY 2006-07 Final Budget Revision as shown in Attachment A.

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

B. Fiscal Year (FY) 2007-08 Budget Revision and Proposed Budget FY 2008-09

Recommendation:

Approve the following:

1. Adoption of the FY 2007-08 Budget Revision as shown in Attachment A;
2. Approve the 3.0% Cost of Living Allowance (COLA) for STA Employees FY 2007-08 as included in the budget.
3. Adoption of the FY 2008-09 Proposed Budget as shown in Attachment B.
4. Approve the Adjustment to the Salary Ranges for the Project Manager/Engineer and Transit Manager/Analyst Job Classifications as specified in Attachment C.

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

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

Approve the following:

1. \$222,247 for FY 2007-08 in BAAQMD TFCA funds for SNCI's Rideshare Program and Rideshare Incentives; and
2. Issue a second call for the remaining balance of \$87,247 for FY 2007-08 in BAAQMD TFCA funds.

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

D. Allocation of State Transit Assistance Funds (STAF) Funding for Fiscal Year (FY) 2007-08

Recommendation:

Approve the following:

1. The list of FY 2007-08 Northern County Solano STAF transit projects and programs as outlined on Attachment C; and
2. The list of FY 2008-09 Northern County Solano STAF transit projects and programs as outlined on Attachment D.

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

E. Allocation of Solano Bicycle Pedestrian Program (SBPP) Funds for Fiscal Year (FY) 2007-08

Recommendation:

Approve the following:

1. FY 2007-08 SBPP funding for the following projects:
 - a. City of Fairfield's West Texas Street Gateway Project for \$73,000;
 - b. City of Vacaville's Nob Hill Bike Path for \$300,000;
 - c. City of Vacaville's Ulatis Creek Bike Path for \$127,098;
 - d. Solano County's Suisun Valley Road for \$110,000; and
 - e. Solano County's Vacaville Dixon Bikeway, Phase II for \$343,000;

2. Dedicate \$744,000 in FY 2007-08 SBPP funding for the City of Benicia's State Park Bike/Ped Bridge project and City of Fairfield's McGary Road project to combine with funding recommended for both projects in FY 2008-09.
3. Transportation Development Act (TDA) Article 3 Resolution No. 2007-08.

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

ACTION NON-FINANCIAL

A. Legislative Update

Recommendations:

Approve the following:

1. Take the following positions on proposed state legislative items:
 - AB 842 (Jones) – Watch
 - SB 375 (Steinberg) – Watch; and
2. Amend the STA 2007 Legislative Priorities and Platform to add the following policy under Air Quality (Platform I):

Monitor the implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning and public information process.

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

CONSENT CALENDAR ITEMS

At the request of Member Price, the following items were pulled for separate discussion:

- Item I, STA Marketing Consultant Services for Fiscal Year (FY) 2007-08, Moore Iacofano Goltsman (MIG) Contract Amendment No. 1
- Item J, I-80 High Occupancy Vehicle (HOV) Lanes Ramp Metering Required Commitment
- Item M, Contract Amendment No. 1 for Transit Project Management Consultant John Harris

A. STA Board Meeting Minutes of May 9, 2007

Recommendation:

Approve STA Board Meeting Minutes of May 9, 2007.

B. Review Draft TAC Minutes for the Meeting of May 30, 2007

Recommendation:

Receive and file.

C. Caltrans Approved Indirect Cost Rate for Fiscal Year (FY) 2002-03, FY 2003-04, FY 2004-05, FY 2005-06 and FY 2006-07

Recommendation:

Receive and file.

- D. Transportation Fund for Clean Air (TFCA) Program Audit Fiscal Year (FY) 2000-01 through 2005-06**
Recommendation:
 Accept the STA's TFCA Audit for FY 2000-01 through 2005-06.
- E. STA's Office Expansion**
Recommendation:
 Authorize the Executive Director to amend the 5-year lease contract with the Wiseman Company for 816 square feet of additional office space an amount not to exceed \$104,000 for the remainder of the lease term.
- F. Appointment of Paratransit Coordinating Council (PCC) Member**
Recommendation:
 Appoint Tom Morgan as Transit User representative to the PCC for a 3-year term.
- G. Yolo-Solano Air Quality Management District Clean Air Fund Recommendations for Fiscal Year (FY) 2007-08**
Recommendation:
 Receive and file.
- H. Call for Projects for Transportation for Livable Communities (TLC) and Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program**
Recommendation:
 Authorize the Executive Director issue a call for TLC capital and ECMAQ eligible Alternative Fuels projects for Fiscal Year (FY) 2007-08 and FY 2008-09.
- I. STA Marketing Consultant Services for Fiscal Year (FY) 2007-08, Moore Iacofano Goltsman (MIG) Contract Amendment No. 1**
Recommendation:
 Approve Contract Amendment No. 1 with Moore Iacofano Goltsman (MIG) for STA marketing services for FY 2007-08 for an amount not to exceed \$160,000, as outlined in the Scope of Services (Attachment A).
- J. I-80 High Occupancy Vehicle (HOV) Lanes Ramp Metering Required Commitment**
Recommendation:
 Authorize the Executive Director to submit the attached letter pertaining to the implementation of I-80 Ramp Metering and Traffic Operations Systems Equipment Implementation to Caltrans.
- K. Jepson Parkway Project Contract Amendment for Design Engineering**
Recommendation:
 Authorize the Executive Director to amend the contract with PBS&J for \$450,000 for the additional engineering work required to support updated needs for the environmental document and to provide updated project cost estimates.

L. Contract Amendment No. 8 for Transit and Funding Consultant - Nancy Whelan Consulting

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2008 for an amount not to exceed \$74,500.

M. Contract Amendment No. 1 for Transit Project Management Consultant - John Harris

Recommendation:

Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2008 for an amount not to exceed \$35,000.

N. Countywide Transit Finance Assessment Study

Recommendation:

Approve the following:

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

O. Countywide Transit Ridership Study

Recommendation:

Receive and file.

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

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

1 Caltrans Presentation:

Nicolas Endrawos, Caltrans District 4 Project Manager, provided a status report on rehabilitation projects on I-80 and safety improvements on SR 12.

2 MTC Report:

Board Member Spring stated that MTC has released its draft goals for the RTP and that he would work with STA staff to brief the Board and provide input to MTC to ensure Solano County's priority projects are included in the RTP.

3 STA Report – State Route (SR) 12 Safety Plan Update

- Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge.
- Chair Intintoli read the proclamation for Scott Morrison, recipient of the Solano Bike Commuter of the Year.

INFORMATIONAL ITEMS

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

Daryl Halls outlined the STA's Draft Overall Work Plan that contains a total of 40 projects (17 projects, 10 plans or studies, and 13 programs or services) that cover the range of activities proposed for the STA in the next two years.

NO DISCUSSION

B. State Route (SR) 12 Status Update

C. STA Fiscal Year (FY) 2007-08 Marketing Plan

D. Regional Transportation Plan Update

E. North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan

F. Safe Routes to Schools (SR2S) Update

G. Project Delivery Update

H. Funding Opportunities Summary

I. Updated STA Board Meeting Schedule for Calendar Year 2007

ADJOURNMENT

The STA Board meeting was adjourned at 7:40 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, July 11, 2007, 6:00 p.m. at the Suisun City Hall.**



DATE: June 14, 2007
TO: STA TAC
FROM: Johanna Masielat, 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**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 3	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
January 18	6:00 p.m.	<i>Pedestrian Advisory Committee (PAC)</i>	STA Conference Room	<i>Tentative</i>
January 19	12 noon	<i>Paratransit Coordinating Council (PCC)</i>	Fairfield Community Center	<i>Tentative</i>
January 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 1	6:30 p.m.	<i>Bicycle Advisory Committee (BAC)</i>	STA Conference Room	<i>Tentative</i>
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 15	6:00 p.m.	<i>Pedestrian Advisory Committee (PAC)</i>	STA Conference Room	<i>Tentative</i>
March 16	12 noon	<i>Paratransit Coordinating Council (PCC)</i>	Fairfield Community Center	<i>Tentative</i>
March 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 5	6:30 p.m.	<i>Bicycle Advisory Committee (BAC)</i>	STA Conference Room	<i>Tentative</i>
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 17	6:00 p.m.	<i>Pedestrian Advisory Committee (PAC)</i>	STA Conference Room	<i>Tentative</i>
May 18	12 noon	<i>Paratransit Coordinating Council (PCC)</i>	Fairfield Community Center	<i>Tentative</i>
May 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 7	6:30 p.m.	<i>Bicycle Advisory Committee (BAC)</i>	STA Conference Room	<i>Tentative</i>
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>	STA Conference Room	<i>Tentative</i>
July 20	12:30 p.m.	<i>Paratransit Coordinating Council (PCC)</i>	Fairfield Community Center	<i>Tentative</i>
August 2	6:30 p.m.	<i>Bicycle Advisory Committee (BAC)</i>	STA Conference Room	<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>	STA Conference Room	<i>Tentative</i>
September 21	12:30 p.m.	<i>Paratransit Coordinating Council (PCC)</i>	Fairfield Community Center	<i>Tentative</i>
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>	STA Conference Room	<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>	STA Conference Room	<i>Tentative</i>
November 16	12:30 p.m.	<i>Paratransit Coordinating Council (PCC)</i>	Fairfield Community Center	<i>Tentative</i>
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>	STA Conference Room	<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	<i>Tentative</i>
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	<i>Tentative</i>