



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

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

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

**1:30 p.m., Wednesday, November 28, 2007  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Daryl Halls, Chair
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b> (1:30 -1:35 p.m.)	
<b>IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF</b> (1:35 -1:40 p.m.)	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
<b>A. Minutes of the TAC Meeting of September 26, 2007</b> <i>Recommendation:</i> <i>Approve minutes of September 26, 2007.</i> <b>Pg. 1</b>	Johanna Masiclat

**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

- B. State Route (SR) 12 East Project Management Services** Janet Adams  
Recommendation:  
*Forward a recommendation to the STA Board to authorize the Executive Director to:*
1. *Issue a Request for Proposals for Project Management Services for State Route 12 East Projects; and*
  2. *Execute a consultant contract for an amount not to exceed \$120,000 for Project Services on State Route 12 East Projects.*
- Pg. 7**
- C. Project Delivery Form for STA Funding Applications** Sam Shelton  
Recommendation:  
*Forward a recommendation to the STA Board that all applications for STA recommended funds complete an STA Project Delivery Form and complete a MTC Routine Accommodations checklist for Bicycles and Pedestrians.*
- Pg. 23**
- D. Solano Bicycle Advisory Committee (BAC) 2008 Work Plan** Sara Woo  
Recommendation:  
*Forward a recommendation to the STA Board to approve the attached BAC Work Plan for the 2008 calendar year.*
- Pg. 29**
- E. Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan** Sara Woo  
Recommendation:  
*Forward a recommendation to the STA Board to approve the attached PAC Work Plan for the 2008 calendar year.*
- Pg. 33**

**VI. ACTION FINANCIAL ITEMS**

- A. 10-Year Investment Plan for Highways and Transit Facilities** Janet Adams  
Recommendation:  
*Forward a recommendation to the STA Board to approve the attached 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A.*  
 (1:45 – 1:55 p.m.)  
**Pg. 37**
- B. 10-Year Transit Fleet and Minor Transit Capital Investment Plan** Elizabeth Richards  
Recommendation:  
*Forward a recommendation to the STA Board to approve the attached 10-Year Transit Fleet Investment Plan.*  
 (1:55 – 2:00 p.m.)  
**Pg. 41**

**C. 2008 State Transportation Improvement Program (STIP) and Eastern Solano Congestion Mitigation & Air Quality Improvement Program (ECMAQ) Proposed Programming Recommendation:**

Sam Shelton

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

- 1. Program the 2008 State Transportation Improvement Program (STIP) as shown in Attachment C; and*
- 2. Program Eastern Solano Congestion Mitigation and Air Quality funding as shown in Attachment D.*

(2:00 – 2:05 p.m.)

**Pg. 45**

**D. Rio Vista's Waterfront Access TLC Project Funding Strategy Recommendation:**

Robert Guerrero

*Forward a recommendation to the STA Board to recommend the STA/YSAQMD Clean Air Application Review Committee commit AB8 to Rio Vista's Waterfront Pedestrian Bicycle Improvement Project for the next two years.*

(2:00 – 2:05 p.m.)

**Pg. 55**

**E. State Route (SR) 12 Jameson Canyon Project Implementation Recommendation:**

Janet Adams

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

- 1. Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the SR 12 Jameson Canyon Project;*
- 2. Issue a Request for Proposals (RFP) to retain a consultant to prepare Final Design (PS&E) documents and provide Right of Way Acquisition Support Services; and*
- 3. Execute a consultant agreement to provide such services for an amount not to exceed \$ 10,300,000.*

(2:05 – 2:10 p.m.)

**Pg. 59**

**VII. ACTION NON-FINANCIAL ITEMS**

**A. Regional Transportation Plan (RTP) Project List**

Robert Macaulay

*Recommendation:*

*Forward a recommendation to the STA Board to authorize the Executive Director to forward the attached RTP project list to the STA member agencies for updating.*

(2:10 – 2:20 p.m.)

**Pg. 81**

- B. STA's Draft 2008 Legislative Priorities and Platform** Jayne Bauer  
Recommendation:  
*Forward STA's Draft 2008 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for a 30-day review and comment period.*  
 (2:20 – 2:25 p.m.)  
**Pg. 91**
- C. Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan** Robert Guerrero  
Recommendation:  
*Forward a recommendation to the STA Board to approve a resolution authorizing the submission of the Bay Area Ridge Trail grant application for the Bicycle and Pedestrian Facilities Plan for the SR 12 Jameson Canyon corridor.*  
 (2:25 – 2:30 p.m.)  
**Pg. 101**

#### VIII. INFORMATIONAL ITEMS

- A. North Connector California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) Environmental Document** Janet Adams  
Informational  
 (2:30 – 2:35 p.m.)  
**Pg. 105**
- B. Regional Transportation Plan (RTP) Update and Bay Area FOCUS Project** Robert Macaulay  
Informational  
 (2:35 – 2:40 p.m.)  
**Pg. 107**
- C. Draft Countywide Safe Routes to School (SR2S) Plan** Sam Shelton  
Informational  
 (2:40 – 2:45 p.m.)  
**Pg. 145**

#### NO DISCUSSION

- D. Solano Transit Consolidation Study Phase I and Phase II Status** Elizabeth Richards  
Informational  
**Pg. 165**
- E. Community Based Transportation Plan (CBTP) Status** Liz Niedziela  
Informational  
**Pg. 171**

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|---|------------------|
| <b>F. State Route (SR) 12 Status Update</b><br><i>Informational</i><br><b>Pg. 173</b>   | Robert Macaulay  |
| <b>G. Western Contra Costa County I-80 Integrated Corridor Mobility Project</b><br><i>Informational</i><br><b>Pg. 177</b>                             | Robert Macaulay  |
| <b>H. City of Fairfield McGary Road Bicycle Transportation Account (BTA) Grant Submittal Support Letter</b><br><i>Informational</i><br><b>Pg. 179</b> | Robert Guerrero  |
| <b>I. Solano Employer Commute Challenge Final Results</b><br><i>Informational</i><br><b>Pg. 183</b>   | Judy Leaks       |
| <b>J. Project Delivery Update</b><br><i>Informational</i><br><b>Pg. 187</b>   | Sam Shelton      |
| <b>K. Funding Opportunities Summary</b><br><i>Informational</i><br><b>Pg. 191</b>   | Sara Woo         |
| <b>L. STA Board Highlights – October 10, 2007</b><br><i>Informational</i><br><b>Pg. 201</b>   | Johanna Masiclat |
| <b>M. STA Board and Advisory Committee Meeting Schedule for 2008</b><br><i>Informational</i><br><b>Pg. 207</b>  | Johanna Masiclat |

**IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 2, 2008.**

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**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**September 26, 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:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Tom Bland	City of Rio Vista
	Fernando Bravo	City of Suisun City
	Dale Pfeiffer	City of Vacaville
Arrived at 1:40 p.m.	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

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

**Others Present:**

<i>(In Alphabetical Order)</i>	Tom Biggs	PBS&J
	Birgitta Corsello	County of Solano
	Mike Duncan	City of Fairfield
	Ngozi Ezekwo	Caltrans District 4
	John Harris	John Harris Consulting
	Ed Huestis	City of Vacaville
	Mike Kerns	MTC
	Jeff Knowles	City of Vacaville
	Emi Theriault	City of Rio Vista

## II. APPROVAL OF THE AGENDA

On a motion by Dan Schiada , and a second by Paul Wiese, the STA TAC unanimously approved the agenda with the exception of the following:

- Agenda Item VIII.B, Safe Routes to School (SR2S) Update would be presented by Sam Shelton preceding Agenda Item VI.
- Addendum VII.C, Proposition 1B Trade Corridors Improvement Fund (TCIF) by Janet Adams

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** None presented.

**MTC:** Mike Kerns announced to the TAC MTC's upcoming Ramp Metering Workshop in Vallejo at 1:00 p.m., Tuesday, October 2, 2007.

MTC's Mike Kerns and MTC Consultant Tom Biggs, PBS&J, provided a status update to the Freeway Performance Initiative (FPI) for I-80 in Solano County.

**STA:** None presented.

## V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved Consent Calendar items A and B.

### A. Minutes of the TAC Meeting of August 29, 2007

Recommendation:

Approve minutes of August 29, 2007.

### B. Regional Policy for Paratransit Funding

Recommendation:

Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.

## VI. ACTION – FINANCIAL ITEMS

### A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Proposed Programming Priorities

Janet Adams reviewed the California Transportation Commission (CTC)'s Draft 2008 STIP Fund Estimate (Summary of Targets and Shares) and the Draft 2008 STIP for Solano County (\$14.390 M Fund Estimate).

After discussion and based on input, the STA TAC requested to amend the recommendation to include the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority projects.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft 2008 STIP as specified in Attachment B *with the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority project.*

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

**B. Solano Transportation for Livable Communities (TLC) Program Implementation Plan**

Robert Guerrero distributed and reported on the funding allocation request of the City of Rio Vista for capital improvements for future TLC funds on the City's Waterfront Pedestrian Access Project. He stated that staff is recommending to coordinate with the STA's Board's Alternative Modes Subcommittee to develop an overall TLC Program Implementation Plan. He added that staff proposed to have the TLC Program Implementation Plan include the Rio Vista TLC Waterfront Project Funding Plan recommendations and will address the issues prior to the next call for TLC projects.

Recommendation:

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

1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and
2. *Develop a The* TLC Funding Plan for the Rio Vista TLC Waterfront Project.

On a motion by Fernando Bravo, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ *bold italics*.

**C. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan**

Sara Woo outlined the 3-Year Plan of the SBPP Plan. She noted that two of the three funding sources for the SBPP program includes a federal element. She added that due to the impending shortfall of obligation authority of federal funds in Fiscal Year (FY) 2008-09, funding available for FY 2008-09 projects has the potential to be lost. She explained that project sponsors have expressed interest in having the flexibility of advancing SBPP projects as listed in the 3-Year Plan from FY 2008-09 to FY 2007-08.

Mike Duncan, City of Fairfield, requested to program the West Texas Gateway Project Phase 1 and 2 funds in the amount of \$73,000 for FY 2007-08 into FY 2008-09 for a total amount of \$85,000. The STA TAC concurred.

Recommendation:

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

1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A; and
2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented.

On a motion by Fernando Bravo, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation to include the City of Fairfield's request to program the West Texas Gateway Project Phase 1 and 2 funds in the amount of \$73,000 for FY 2007-08 into FY 2008-09 for a total amount of \$85,000 in the SBPP 3-Year Plan.

## **VII. ACTION - NON-FINANCIAL ITEMS**

### **A. Solano Transit Consolidation Study Phase I and II Status**

Elizabeth Richards and John Harris, STA Transit Consultant (John Harris Consulting) provided a status report on all three Phase I reports distributed on September 14<sup>th</sup> to all Solano City Council members, the Board of Supervisors, City Managers, and the County Administrator, TAC, Consortium, and funding partners.

Elizabeth Richards announced the first Transit Consolidation Steering Committee meeting will be held October 24, 2007, 11:00 a.m. – 2:00 p.m. at Suisun City Hall.

John Harris distributed and reported on a re-drafted version of the Phase 2 Draft Scope of Services of the study. He mentioned that at an earlier meeting, the Consortium requested further modifications on the financial comparison on the Task 2 of the Phase II Draft Scope of Work of the study.

Recommendation:

Forward a recommendation to the STA Board Transit Consolidation Steering Committee to approve the Draft Scope of Work for Phase II of the Transit Consolidation Study.

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

### **B. Comprehensive Transportation Plan (CTP) Update**

Daryl Halls provided an update to the development of the CTP for FY 2007-08 and reviewed the proposed CTP schedule for 2008.

Recommendation:

Forward a recommendation to the STA Board to adopt the attached schedule for updating the Solano Comprehensive Transportation Plan.

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

**C. ADDENDUM**

**Proposition 1B Trade Corridors Improvement Fund (TCIF)**

Janet Adams reviewed staff's recommendation to support applying for TCIF for the Cordelia Truck Scales Relocation (First Phase) and support the Martinez Subdivision and Capital Corridor Operational Improvements Projects.

Recommendation:

Forward a recommendation to the STA Board that the STA support applying for TCIF for the Cordelia Truck Scales Relocation (First Phase) and support the Martinez Subdivision and Capital Corridor Operational Improvements Projects.

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

**VIII. INFORMATION ITEMS - DISCUSSION**

**A. 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs**

Janet Adams distributed and outlined the Draft 10-year State Transportation Improvement Program (STIP) Investment Plan. She highlighted the two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs.

In addition, Janet Adams noted the Investment Plan will be comprised of a three (3) tiered categories. She stated that the Transit Fleet Capital Needs element of the plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds allocated to the county through MTC Resolution 3814.

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

Sam Shelton reported that staff is currently meeting with all local SR2S task forces to revise and recommend their local SR2S plans to their city councils and school boards. He indicated that the City of Benicia was the first city to complete the task force process and will recommend the Benicia SR2S Plan to their school board and city council in November.

**INFORMATION ITEMS - NO DISCUSSION**

**C. Legislative Update**

**D. Solano Napa Travel Model Demand**

**E. State Route (SR) 12 Status Update**

**F. Abandoned Vehicle Abatement (AVA) Annual Report  
Fiscal Year (FY) 2006-07**

**G. Project Delivery Update**

- H. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County – Fund Estimate Update**
- I. Route 30 Performance Update for Fiscal Year (FY) 2006-07**
- J. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Year-End Report**
- K. Funding Opportunities Summary**
- L. STA Board Highlights – September 12, 2007**
- M. Updated STA Board and Advisory Committee Meeting Schedule for 2007**  
*Informational*

**IX. ADJOURNMENT**

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 28, 2007.**



DATE: November 11, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: State Route (SR) 12 East Project Management Services

**Background:**

A Project Study Report (PSR) is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

The STA is preparing to be the lead agency on these PSR's:

1. SR 12 Median Barrier between City of Suisun City and Rio Vista.
2. SR 12 and Church Road Improvements project in Rio Vista.

In addition STA has two other important projects along this corridor, the Rio Vista Bridge Preliminary Bridge Study as the project lead and the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG) and San Joaquin Council of Governments.

In January 2006, the STA Board approved the STA issuing a Request for Proposal (RFP) for Project Management Services for the SR 12 and Church Road PSR and the Rio Vista Bridge Preliminary Bridge Study.

**Discussion:**

Effectively managing this work on SR 12 is necessary to ensure cost, scope and schedule of the products are met to the expectation of the STA Board and all Stakeholders. Staff is recommending that having a dedicated Project Manager to manage all the work along SR 12 is the appropriate action to insure this outcome. The STA is currently utilizing this approach for the I-80/I-680/SR 12 Interchange, the North Connector and the SR 12 Jameson Canyon Projects.

Due to the proximity and similar scope of the SR 12/Church Road Improvements PSR, SR 12 Median Barrier PSR, the SR 12 Major Investment and Corridor Study update, and the SR 12 – Rio Vista Bridge Study, utilizing the same consultant for Project Management services for their efforts will result in improved efficiencies, cost effectiveness, and coordination.

The draft RFP is attached (Attachment A). The RFP would be funded from budgeted project funds specific to each project. These funds sources are as follows:

SR 12/Church Road PSR, \$200,000 STP/STIP Swap and STIP PPM Funds  
SR 12/Median Barrier PSR, \$700,000 Planning, Programming and Monitoring (PPM) Funds  
Rio Vista Bridge Preliminary Bridge Study \$452,500 Federal Earmark and Local Match  
SR 12 Major Investment & Corridor Study, approximately \$750,000 total cost, STA share would be funded from the STIP Swap

**Fiscal Impact:**

The Project Manager would be funded from each project relative to the time spent on the individual project. Project Management costs are expected to be about 5% of the cost of the Plan or Report. No budget adjustment will be required for this proposed action as sufficient funds are already budgeted for each project.

**Recommendation:**

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

1. Issue a Request for Proposals for Project Management Services for State Route 12 East Projects; and
2. Execute a consultant contract for an amount not to exceed \$120,000 for Project Services on State Route 12 East Projects.

Attachment:

- A. Draft RFP for SR 12 East Project Management Services

November 13, 2007

**RE: Request for Proposal (RFP 2007-XX) - Project Management Services for the 1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study, 2.) the SR 12/Church Road Improvements Project Study Report (PSR), 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

Dear Consultant:

The Solano Transportation Authority (STA) invites your firm to submit a proposal for Project Management Services for the 1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study, 2.) the SR 12/Church Road Improvements Project Study Report (PSR), 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County. These projects have been identified by the STA as requiring either a PSR or a Preliminary Study. The STA is interested in retaining a strong Project Manager(s) to deliver these Reports and Study.

The RFP describes the requirements of the proposal, the services sought, and an outline of the criteria that will be used to evaluate the proposals. The STA intends to award one contracts for Project Management Services. To obtain a copy of the RFP, please visit the STA website at [www.SolanoLinks.com](http://www.SolanoLinks.com).

Interested organizations are invited to submit six (6) copies of a Proposal for this work. Responses are to be addressed to Janet Adams, Director of Projects, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585 no later than 3:00 p.m., **December XX, 2007.**

We look forward to receiving a proposal from your firm. If you have any questions regarding this project, please contact Janet Adams, Director of Projects at (707) 424-6010.

Sincerely,

DARYL K. HALLS  
Executive Director

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**Request for Proposals (Project 2007-XX)**

**For**

**Project Management Services**

**for**

**1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County, 2.) the SR 12/Church Road Improvements Project Study Report (PSR) in Solano County, 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

**By the**

**Solano Transportation Authority**

**RESPONSES DUE:**

**3:00 PM, December XX, 2007**  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**Request for Proposals (Project 2007-XX)  
for  
Project Management Services  
for**

- 1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County, 2.) the SR 12/Church Road Improvements Project Study Report (PSR) in Solano County, 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

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

**1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County, 2.) the SR 12/Church Road Improvements Project Study Report (PSR) in Solano County, 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

**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, will be taking the lead on the preparation of the SR 12 Realignment/Rio Vista Bridge Preliminary Study and the PSRs for the SR 12/Church Road Improvements and the SR 12 Median Barrier. In addition the STA will be a partner in the SR 12 Major Investment & Corridor Study update.

**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 these SR 12 East Projects which include the SR 12 Realignment/Rio Vista Bridge Preliminary Study and the PSRs for the SR 12/Church Road Improvements and the SR 12 Median Barrier. In addition the STA will be a partner in the SR 12 Major Investment & Corridor Study update. STA intends to award a single contract for Project Management Services on SR 12 East projects. The selected consultant will work closely with STA, Caltrans, the Metropolitan Transportation Commission (MTC) as well as Solano County, the City of Vallejo, the City of Rio Vista, and Caltrans. The consultant will be responsible to insure the timely delivery of these Reports that meet the identified scope and needs of the stakeholders. The consultant must have extensive experience in working with Caltrans due to the nature of the work.

The consultant will provide the following services:

**1. DEVELOP ORGANIZATION AND PROCEDURES**

- Provide vision, goals and objectives for the entire Project Team
- 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 in conjunction with consultant team members
- Establish and operate a document/correspondence management and distribution system
- Manage the public relations plan for the projects
- Oversee the preparation of necessary exhibits
- Make presentations on behalf of the projects
- Make certain that meeting places are arranged and that necessary equipment is available
- Assist in public meetings
- Prepare quarterly progress reports for the STA Board
- Make as needed reports and presentations to the CTC, the STA Board, and other governmental agencies

**3. BUDGET CONTROL**

- Oversee the regular management of the projects to insure they are completed on time and within budget
- Recommend any changes to the project(s) to mitigate potential cost overruns
- Recommend approval of any scope changes that are beyond the approved budget and independent project contingency to the Executive Committee

**4. SCHEDULE CONTROL**

- Oversee the development, approval and monitor the independent project schedules
- Implement methods to keep the projects on schedule
- Report to the STA Director of Projects on independent project progress
- Develop quarterly reports on progress and percent complete

**5. INTER-AGENCY COORDINATION**

- Work with Caltrans and other agencies to assist the STA staff to obtain necessary approvals of these projects
- Carry out communication per the Communication Plan
- Assure information moves agency to agency
- Monitor agency activities

## **6. QUALITY ASSURANCE**

- Ensure consistency between independent projects and technical reports that are incorporated into final reports and studies
- Hold the consultants directly responsible for the individual project accountable for implementing the QA plan

## **7. CONTRACT ADMINISTRATION**

- Provide overall coordination and management
- Monitor progress on the projects
- Review and recommend payment of invoices

## **8. RISK MANAGEMENT**

- Identify potential risk issues
- Develop risk management plan(s) are required for the projects
- Minimize scope, cost and schedule changes
- Develop contingency plans for scope, cost and schedule changes

### Projects Background

- 1.) **State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County**
- 2.) **SR 12/Church Road Improvements Project Study Report (PSR) in Solano County**
- 3.) **SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County**
- 4.) **SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

In October 2001, STA completed the Highway 12 Major Investment Study (MIS) which identified the SR12/Church Road intersection and a median barrier as Safety Improvements and Long-Term Traffic Improvement Projects.

The Highway 12 MIS also identified the Rio Vista Bridge as a Long-Term Traffic Improvement Project. Year 2025 traffic projections indicate that additional capacity crossing the Sacramento River may be necessary, widening SR 12 from the existing two-lanes to four-lanes. In addition, the Study will need to address the needs of goods movement on the Sacramento River waterway for the potential of raising the bridge deck height to meet future water way needs for the Port of Sacramento. The City of Rio Vista obtained a Federal Earmark for completing the SR 12 – Rio Vista Bridge Study entitled “Rio Vista Bridge Realignment Study and Street Sign Safety.”

### Project Descriptions

The **SR 12 Realignment/Rio Vista Bridge Preliminary Study** will identify, based on future year traffic projections, the projected additional traffic capacity crossing the Sacramento River and identify the movement of goods on the Sacramento River waterway to meet future waterway

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needs for the Port of Sacramento. The Study will identify realignment alternatives for the location, bridge type, feasibility of each alternative, environmental constraints, costs for each alternative, develop potential funding strategies and next steps.

The **SR 12/Church Road Improvements Project** will provide for left turn lanes, acceleration and deceleration lanes, realignment of Church Road and the signalization of this intersection.

The **SR 12 Median Barrier Project** will identify widening to allow installation of median barrier and appropriate clearances, locations of median barrier openings and related local accessibility impacts including additional travel time, length of left turn channelization lanes at openings, environmental and right-of-way impacts, and possible funding mechanisms. The proposed PSR will consider the cause of accidents on these four roadway segments and the study area as a whole, with a special emphasis on accidents that result in fatalities or serious injuries. Current accident statistics indicate that head-on crashes in the area between Suisun City and Rio Vista are the primary cause of fatal accidents. The PSR will consider if a median barrier is the most effective solution needed to reduce or prevent these head-on fatal collisions. The selected consultant will be required to provide detailed map and table analysis of accidents and their contributing factors.

SR 12 between I-80 and I-5 has been the subject of two separate studies in recent years: the STA's Major Investment Study dated October 2001 and the San Joaquin Comprehensive Corridor Study, dated February 2006, prepared for Caltrans. The **SR 12 I-80 to I-5 Major Investment & Corridor Study** will update traffic counts and projections as necessary and in partnership with Caltrans to develop a single integrated travel demand projection. The project will identify necessary improvements and recommend phasing of the proposed improvements. The project will also identify the steps needed to construct those improvements, including right-of-way acquisition and environmental mitigation, and develop projected year-of-construction cost estimates.

Because the SR 12 I-80 to I-5 Major Investment & Corridor Study covers multiple regions and jurisdictions, the project requires coordinate with partner agencies as part of the Major Investment & Corridor Study development. In preparation for the Study, STA has been working with agencies with jurisdiction on portions of SR 12 east of the Sacramento River. These jurisdictions include Sacramento County and the Sacramento Area Council of Governments (SACOG), Caltrans District 3, Caltrans District 10, and the San Joaquin Council of Governments (SJCOG).

## **SECTION 3 –DISADVANTAGED BUSINESS ENTERPRISE (DBE) / NON-DISCRIMINATION**

### **1. Policy**

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

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

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

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

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

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

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## 2. DBE Availability Advisory Percentage

The Agency has determined that Disadvantaged Business Enterprises (DBE) can reasonably be expected to compete for the subcontracting opportunities in this Agreement and has established a DBE Availability Advisory of 18.2%. It is therefore, the Agency's expectation that available DBE firms have an opportunity to participate in this Agreement. However, achieving the DBE participation level is not a requirement or condition of contract award.

### Attachments:

1. 10-I (on STA website)
2. 10-J (on STA website)
3. 10-O (on STA website)
4. 17-F (on STA website)

## 3. Equal Employment Opportunity

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

## SECTION 4 — RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal shall not exceed a total of 10 single-sided, 8.5" x 11" pages.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's interest and commitment to the proposed project(s). The letter shall state that the proposal shall be valid for 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, 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, other agencies and Caltrans.
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 without prior consultation with and approval of the STA.
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.
10. *DBE Requirements:* The DBE Forms must be filled out and included in an appendix of the proposal.

## **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 Project Manager.
2. Project understanding and approach, including an understanding of STA, Caltrans, Metropolitan Transportation Commission (MTC), Bay Area Toll Authority (BATA), the San Joaquin Council of Governments (SJCOG), and the Sacramento Council of Governments (SACOG). Including reviews, approvals and coordination processes.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.

The firms will be invited to an interview on January XX, 2008. 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(s).

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**

**December XX, 2007:**           **Proposals are due no later than 3:00 PM** at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. *Late submittals will not be accepted.*

**Week of January XX 2008:** Interviews for consultant selection.

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](mailto:jadams@sta-snci.com)

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DATE: November 9, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Project Delivery Form for STA Funding Applications

**Background:**

The STA is responsible for programming a handful of Federal, State, regional and local fund sources for transportation projects. These fund sources include the Surface Transportation Program (STP), Congestion Mitigation and Air Quality funds (CMAQ and Eastern-CMAQ), State Transportation Improvement Program (STIP), Transportation for Livable Communities (TLC), Transportation Development Act (TDA), Solano Bicycle Pedestrian Program (SBPP), Bay Area Air Quality Management District's Transportation For Clean Air (BAAQMD TFCA), and Clean Air funds for the Yolo-Solano Air Quality Management District (YSAQMD).

Although steps have been taken to prioritize programming for alternative modes projects using CMAQ, Eastern-CMAQ, TLC, TDA, SBPP, BAAQMD, and YSAQMD funds, there has not been a clear set of criteria developed for programming STP, CMAQ, and STIP funds specifically for local streets and roads projects.

For example, with Cycles 2 and 3 of SAFETEA-LU's STP Local Streets and Roads funding, STA distributed the funding by a formula identical to MTC's formula for distribution, taking into account factors such as population, lane mileage, rehabilitation shortfalls, and performance criteria. This method of distribution ensured that all the jurisdictions in the county received a portion of available funding regardless of its size or population. Conversely, it did not take into account factors such as countywide priority, funding need, or ability to deliver. Years after these funds were programmed, we found that some agencies were not able to meet key delivery deadlines, which forced the local agencies, STA and MTC to perform last-minute fund swaps to save the funding.

**Discussion:**

Based on Solano Project Delivery Working Group (PDWG) member input at their last meetings, STA staff recommends that all STA applications for funding programs include the request for the following project delivery information:

1. Estimated project delivery timetables for each project phase (ENV/E&P/PE, PS&E, ROW, CON) showing delivery milestones and the fiscal year that staff can reasonably obligate funding.
2. Staff contacts committed to the project's delivery, with the responsible supervisor as the primary contact and the project manager assigned to the project as the secondary contact.
3. Complete a MTC Routine Accommodations for Bicycles and Pedestrians Checklist (See Attachment A).

The routine accommodations checklist is now a required piece of information for a project to be considered for listing in MTC's Transportation Improvement Program (TIP). This policy requires that project sponsors complete a checklist showing that they have considered additional pedestrian and bicycle improvements as part of their project.

After review by the Solano PDWG, STA Staff tested a draft project delivery form during the August and November TIP amendment process. PDWG members reviewed a number of example forms filled out by project managers during this test period and discuss any changes to the form. Attached is the final functional version of this form (see Attachment B).

**Recommendation:**

Forward a recommendation to the STA Board that all applications for STA recommended funds complete an STA Project Delivery Form and complete a MTC Routine Accommodations checklist for Bicycles and Pedestrians.

**Attachments:**

- A. MTC Routine Accommodations for Bicycles and Pedestrians Checklist
- B. STA Project Delivery Form for STA Applications.



# ROUTINE ACCOMMODATION CHECKLIST

Project title:  
 County:  
 Jurisdiction/agency:  
 Project location:  
 Contact name:  
 Contact phone:  
 Contact e-mail:

## Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as “Routine Accommodation” guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3765, which calls for the creation of this checklist.

In accordance with MTC Resolution 3765, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists *and* pedestrians were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists *and* pedestrians, project sponsors must document why not. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle and/or pedestrian use, whether or not the proposed project is designed to accommodate either or both modes. Projects that do not affect the public right-of-way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

## I. Existing Conditions

### 1 PROJECT AREA

- a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

- b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

- c. Please describe any particular pedestrian or bicycle uses or needs along the project corridor which you have observed or of which you have been informed.

- d. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

### 2 DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

### 3 COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

## II. Plans, Policies and Process

### ④ PLANS

- a. Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).

- b. Is the proposed project consistent with these plans?

### ⑤ POLICIES, DESIGN STANDARDS & GUIDELINES

- a. Are there any local, statewide or federal *policies* that call for incorporating bicycle and/or pedestrian facilities into this project? If so, have these policies been followed?

- b. If this project includes a bicycle and/or pedestrian facility, have all applicable *design standards* or *guidelines* been followed?

### ⑥ REVIEW

If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?

## III. The Project

### ⑦ PROJECT SCOPE

What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

### ⑧ HINDERING BICYCLISTS/PEDESTRIANS

- a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.

- b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.

- Cost (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)

- Right-of-way (Did an analysis lead to this conclusion?)

- Other (Please explain.)

### ⑨ CONSTRUCTION PERIOD

How will access for bicyclists and pedestrians be maintained during project construction?

### ⑩ ONGOING MAINTENANCE

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?

# ATTACHMENT B

STA Project Details Form

**BASIC INFORMATION**

<b>Project Title:</b>	PROJECT TITLE HERE	<b>Project Description:</b>	PROJECT DESCRIPTION	<b>Sponsor:</b>	AGENCY
				<b>Implementing Agency:</b>	AGENCY
<b>TIPID:</b>	SOL#####			<b>Primary Contact:</b>	SUPERVISOR
				<b>Secondary Contact:</b>	MANAGER

**PROGRESS**

Action #	Date	Project Note	ENV	PS&E	RW Sup	Programmed Amounts			TOTAL
						CON Sup	ROW	CON	
LAST ACTION		etc							0
		etc							
		etc							
		etc							
THIRD ACTION		etc							
SECOND ACTION		ENV APPROVED							0
FIRST ACTION		PROJECT APPROVAL							0

**FUNDING**

<b>Fund Source 1:</b>	SOURCE	<b>Phase:</b>	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Type:	TYPE	ENV/E&P/PE									0
Local Approved	DATE	PS&E									0
STA Approved	DATE	RW Sup									0
MTC Approved	DATE	CON Sup									0
CTC Approved	DATE	ROW									0
Other Approved	DATE	CON									0
		<b>Total</b>	0	0	0	0	0	0	0	0	0
<b>Fund Source 2:</b>	SOURCE	<b>Phase:</b>	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Type:	TYPE	ENV/E&P/PE									0
Local Approved	DATE	PS&E									0
STA Approved	DATE	RW Sup									0
MTC Approved	DATE	CON Sup									0
CTC Approved	DATE	ROW									0
Other Approved	DATE	CON									0
		<b>Total</b>	0	0	0	0	0	0	0	0	0
<b>Fund Source 3:</b>	SOURCE	<b>Phase:</b>	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Type:	TYPE	ENV/E&P/PE									0
Local Approved	DATE	PS&E									0
STA Approved	DATE	RW Sup									0
MTC Approved	DATE	CON Sup									0
CTC Approved	DATE	ROW									0
Other Approved	DATE	CON									0
		<b>Total</b>	0	0	0	0	0	0	0	0	0
<b>Fund Source 4:</b>	SOURCE	<b>Phase:</b>	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Type:	TYPE	ENV/E&P/PE									0
Local Approved	DATE	PS&E									0
STA Approved	DATE	RW Sup									0
MTC Approved	DATE	CON Sup									0
CTC Approved	DATE	ROW									0
Other Approved	DATE	CON									0
		<b>Total</b>	0	0	0	0	0	0	0	0	0
<b>Unfunded:</b>		<b>Phase:</b>	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Potential Sources:		ENV/E&P/PE									0
		PS&E									0
		RW Sup									0
		CON Sup									0
		ROW									0
		CON									0
		<b>Total</b>	0	0	0	0	0	0	0	0	0

**TIMELINE:**

Action	Dates		Phase:	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
	Estimated	Actual										
DBE Approved												
Field Review												
Request PE E-76			ENV/PE	0	0	0	0	0	0	0	0	0
Receive PE E-76												
ENV Type												
ENV Circulation												
ENV Adopted												
Begin Design			PS&E	0	0	0	0	0	0	0	0	0
Final Design												
ROW E-76			RW Sup	0	0	0	0	0	0	0	0	0
ROW Acquisition req?												
ROW Utilities Acq?			ROW	0	0	0	0	0	0	0	0	0
ROW Cert												
Request CON E-76			CON Sup	0	0	0	0	0	0	0	0	0
Receive CON E-76												
Advertise Date												

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DATE: November 5, 2007  
TO: STA TAC  
FROM: Sara Woo, Planning Assistant  
RE: Solano Bicycle Advisory Committee (BAC) 2008 Work Plan

**Background:**

The Bicycle Advisory Committee (BAC) is responsible for updating and monitoring the progress of the Solano Countywide Bicycle Plan and make funding recommendations for countywide bicycle projects to the STA Board and member agencies. The BAC membership currently includes one representative from each of city in Solano County, one county representative, and one member-at-large:

AGENCY	BAC MEMBER
Benicia	J.B. Davis
Dixon	Jim Fisk
Fairfield	Randy Carlson
Member-at-Large	Barbara Wood
Rio Vista	Larry Mork
Solano County	Glen Grant*
Suisun City	Michael Segala
Vacaville	Ray Posey
Vallejo	Mick Weninger

\*Committee Chair

To help guide the BAC's recommendation process, the BAC develops a Work Plan for each upcoming new calendar year.

**Discussion:**

Tasks addressed in past BAC Work Plans included setting priorities for future bicycle funds, updates to the Solano Countywide Bicycle Plan, updates to the Solano Bikelinks Map, TDA Article 3 process and funding recommendations, promotion of Bike to Work Week and letters of support for various grant proposals. This year, a number of specific requests have been made by the BAC to address the following items (not limited to):

1. Updating the Solano Bikelinks Map (i.e. to include camp sites)
2. Evaluate the current system of existing bicycle parking facilities in the County
3. Evaluate coordinating bike rodeos throughout Solano County

In addition to these suggested items, the BAC will contribute input to a number of significant projects such as review the first Countywide Safe Routes to School (SR2S) Plan for Solano, update of the Solano Comprehensive Transportation Plan (CTP), and update to the Solano Bikelinks Map. To facilitate the organization of the BAC's tasks, the BAC approved the attached 2008 Work Plan at their November 1, 2007 meeting (See Attachment A).

**Fiscal Impact:**

None. BAC activities are covered through the Strategic Planning department staff.

**Recommendation:**

Forward a recommendation to the STA Board to approve the attached BAC Work Plan for the 2008 calendar year.

Attachment:

- A. Draft 2008 BAC Work Plan

**DRAFT 2008 BAC Work Plan**

Draft 2008 BAC Work Plan	
Tasks	2008 Timeline
<ul style="list-style-type: none"> <li>• Update Solano Bikelinks Map</li> <li>• Promote Bike to Work Week</li> <li>• CTP Update; alternative modes element</li> <li>• SBPP 3-year plan process</li> <li>• Review Solano Countywide Safe Routes to School (SR2S) Plan </li> </ul>	<ul style="list-style-type: none"> <li>• August 2008</li> <li>• January – May 2008</li> <li>• On-going</li> <li>• January – July 2008</li> <li>• March 2008</li> </ul>
<ul style="list-style-type: none"> <li>• Inventory of current and planned bike locker facilities </li> <li>• Investigate coordinating bike rodeos throughout Solano County </li> </ul>	<ul style="list-style-type: none"> <li>• To Be Determined</li> <li>• To Be Determined</li> </ul>



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DATE: November 5, 2007  
 TO: STA TAC  
 FROM: Sara Woo, Planning Assistant  
 RE: Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan

**Background:**

The Pedestrian Advisory Committee (PAC) is responsible for updating and monitoring the progress of the Solano Countywide Pedestrian Plan and make funding recommendations for countywide pedestrian related projects to the STA Board and member agencies. The current PAC membership includes:

AGENCY	PAC MEMBER
Bay Area Ridge Trail Council	(vacant)
Benicia	J.B. Davis
Dixon	Michael Smith
Fairfield	Pat Moran
Member-at-Large	Allen Deal
Rio Vista	Larry Mork
San Francisco Bay Trail Program	Maureen Gaffney
Solano Community College	(vacant)
Solano County	Linda Williams
Solano County Agriculture Commission	(vacant)
Solano Land Trust	Frank Morris
Suisun City	Michael Segala
Tri City and County Cooperative Planning Group	Brian Travis
Vacaville	Todd Rewick
Vallejo	Lynne Williams*

\*Committee Vice-Chair

To help guide the PAC’s recommendation process, the PAC develops a Work Plan for each upcoming new calendar year.

**Discussion:**

Tasks addressed in past PAC Work Plans included the election of chair and vice-chair persons, updates to the Solano Countywide Pedestrian Plan, TDA Article 3 process and funding recommendations, and letters of support for various grant proposals. This year, the PAC will contribute input to a number of significant projects such as the Solano Comprehensive Transportation Plan (CTP) update, the new Solano Countywide Safe Routes to School (SR2S) Plan review, and the development of a “Solano Pedestrianlinks Map” similar to the current Solano Bikelinks Map. In addition to others, these tasks are listed in the attached PAC 2008 Work Plan (See Attachment A).

**Fiscal Impact**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the attached PAC Work Plan for the 2008 calendar year.

Attachment:

- A. Draft 2008 PAC Work Plan

**DRAFT 2008 PAC Work Plan**

Draft 2008 PAC Work Plan	
Tasks	2008 Timeline
<ul style="list-style-type: none"> <li>• CTP Update; alternative modes element</li> <li>• SBPP 3-year plan process</li> <li>• Review Solano Countywide Safe Routes to School (SR2S) Plan </li> </ul>	<ul style="list-style-type: none"> <li>• On-going</li> <li>• January – July 2008</li> <li>• March 2008</li> </ul>
<ul style="list-style-type: none"> <li>• Investigate the development of a “Solano Pedestrianlinks Map” </li> </ul>	<ul style="list-style-type: none"> <li>• To Be Determined</li> <li>• To Be Determined</li> </ul>



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DATE: November 11, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: 10-Year Investment Plan for Highways and Transit Facilities

**Background:**

The State Transportation Improvement Program (STIP) is expected to bring in approximately \$10 million every two years for Solano County over the four cycles. The components of the STIP are Highway Investment Funds and Transportation Enhancement (TE) funds. With the passage of Senate Bill (SB) 717 in the fall of 2007, the STIP no longer has the Public Transportation Account (PTA) funds element. The exact amount of available funds for each STIP cycle will be based on the adopted state budget and California Transportation Commission (CTC) fund estimate.

On September 24, 2007, the CTC adopted the STIP Fund Estimate for the 2008 STIP. The 2008 STIP County Share for Solano County has been substantially changed from earlier estimates developed by the Metropolitan Transportation Commission (MTC) due to the structure of the approved state budget this year, the passage of SB 717, increased Caltrans staff costs, and increased Caltrans Right-of-Way costs. In addition, the STIP will require programmed funds to be pushed out due to cash flow limitations.

At the September 2007 Technical Advisory Committee (TAC) meeting, the draft 10-Year Investment Plan was presented. This was followed by a presentation of the draft Plan to the STA Board in October 2007. The 10-Year Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about priority projects in the County.

STA staff met with project sponsors for the transit projects and transit fleet needs. Sponsors submitted requested information relating to transit capital project details including unfunded needs. The highway/major road project information included in this Investment Plan is based on information in the I-80/I-680/I-780 Major Investment and Corridor Study, the State Route (SR) 12 Major Investment Study, or from updated project information. The Investment Plan appendix has the detailed project information. The transit fleet needs element has been separated as a stand alone document that will focus on investments from primarily the Proposition 1B Transit Capital Solano County share through Metropolitan Transportation Commission (MTC).

**Discussion:**

The 10-Year Investment Plan will have two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs. The Highway/Major Road Projects element of the Investment Plan will have three tiers for projects: Tier One is projects that can begin construction in the next five years, Tier Two is projects that can begin construction in the next ten years, and Tier Three is projects that are in the planning phase and potential future Tier One or Two priorities for the STA Board.

The Major Transit Projects element of the Investment Plan is proposed to have the same three tiered categories. The Transit Fleet element of the Investment Plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds allocated to the county through MTC Resolution 3814. This element of the Investment Plan is part of separate staff report.

It is intended that STA will update this Investment Plan every two years in association with the STIP cycles.

Attachment A is the 10-Year Investment Plan for Highways and Major Transit Facilities. The Tier One priority for the Highway/Major Road Projects in the 2008 STIP is the Jepson Parkway segments. The Jepson Parkway environmental document is expected to be released for public comment as soon as Caltrans provides comments to the document. Once the Jepson Parkway Project is approved, design and right of way acquisition can begin. Additional Tier One projects include the North Connector West, I-80 Auxiliary Lane Eastbound in Fairfield, Travis AFB Access Improvements, I-80/I-680/SR 12 Interchange, and the Cordelia Truck Scales Relocation.

Tier One for Major Transit Projects are the Vallejo Ferry Maintenance Facility (Phase 1 and 2) and the Vacaville Intermodal Station (Phase 1). Both these projects, once fully funded can begin construction within five years. The Vallejo Ferry Maintenance Facility Project is intended to improve the operational efficiency of the ferry system. Continued investment in the ferry by the County will also show regional support for the ferry. Vacaville's Intermodal Station (Phase 1), once fully funded will begin construction in FY 2008-09.

**Fiscal Impact:**

The 10-Year Investment Plan is intended to be a guide for future programming actions by the STA Board of STIP funds.

**Recommendation:**

Forward a recommendation to the STA Board to approve the attached 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A.

Attachment:

- A. 10-Year Investment Plan for Highways and Major Transit Facilities

**Draft 10-Year Investment Plan for Highway and Transit Capital Projects**

List of Tier 1, Tier 2, and Tier 3 projects (11-13-07)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5.8 M	\$5.8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5.8 M	\$5.8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied	pending	pending
Caltrans	SR 12 Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied	pending	pending
Caltrans	SR113 Improvements	Currently being studied	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island in FY 08-09	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station	Pending updated schedule	\$64 M	\$11 M

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 - FY09-10 Phase 4 - FY10-11 Phase 5 - FY10-11	\$13.7 M	\$10.5 M
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 - FY 09-10, 10-11	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M
Vallejo	Curtola Park and Ride	CON in FY 11-12	\$13.0 M	\$5.0 M

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Stop Improvements		\$0.5 M	\$0.5 M
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Benicia	Southampton Park and Ride	CON in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park and Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M



DATE: November 16, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Programs  
RE: 10-Year Transit Fleet and Minor Transit Capital Investment Plan

**Background:**

Various capital transit funding opportunities are becoming available and will continue over the next several years. These include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by the voters in November 2006, the county will receive additional funds for transit projects. The Metropolitan Transportation Commission (MTC) passed Resolution 3814 (Attachment A) regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds and \$72 million of uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years. Of this total \$419 million to be available, Solano County will receive a portion of the funds through the \$35 million for Small Operators/North Counties - Capital Improvements category. In addition the County will also receive funding from the \$133 million Lifeline Funding for Transit Operators and \$20 million State Transit Assistance (STA) Base/Proposition 42 Estimates for Lifeline Funding for Transit Operators categories.

MTC Resolution 3814 may bring to Solano County as much as \$600,000 per year over the next ten years for a total of \$6 million from the \$35 million for Small Operators/North Counties - Capital Improvements category. The first Call for Projects for Prop. 1B capital was issued in October and project applications were due at the end of October.

MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects. In June 2006, the STA Board allocated the first Lifeline Funds for the County. The regional commitment to this program provided for in MTC's Resolution 3814 will provide additional resources for this program. Based on staff discussions with MTC it is estimated that Solano County will receive \$8 million over the ten year period for eligible recipients.

The Draft 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about capital priority needs in the County.

STA staff met with project sponsors for the transit fleet needs. Sponsors submitted requested information relating to transit details including unfunded capital needs.

**Discussion:**

The Draft 10-Year Investment Plan has two main components: Highway and Major Transit Facilities and Minor Transit Capital/Transit Fleet. Separating the 10-Year Investment Plan into these components is prudent given the different procurement processes for transit fleet and minor capital versus major transit highway and transit facilities. This report will focus on Minor Transit Capital/Transit Fleet needs.

Tier One projects can be procured in the next five years, Tier Two projects can be procured in the next five to ten years.

Based on the data collected from transit operators, transit fleet needs have been prioritized into Tier 1 and Tier 2 categories and is shown on Attachment A.

This prioritization was used as the basis of submitted projects for MTC's recent initial Call for Projects for the Proposition 1B Transit Capital. Based on the amount released regionally and if it is allocated on a population-share basis, approximately \$900,000 to \$1 million would be distributed to Solano projects for this cycle. STA submitted three transit vehicle replacement projects requiring a total of \$938,000 in matching funds as follows:

Fairfield-Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
<u>Vallejo Transit (20 vehicles)</u>	<u>\$298,000</u>
TOTAL	\$938,000

If this funding is secured, this will make a considerable reduction in the Tier 1 transit fleet needs.

A second release of Prop 1B transit capital funds is planned for the Spring of 2008 by MTC. In addition to transit fleet and transit facilities needs, there are also Minor Transit Capital needs. These are shown on Attachment B. Over the next few months, STA staff will continue to work with transit operator staff to refine this list and priorities in preparation for a spring call for projects.

It is recommended that STA will update the 10-Year Transit Fleet and Minor Transit Capital Investment Plan at least every two years in association with other capital investment plans, the STIP and other major funding cycles.

**Fiscal Impact:**

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for future programming actions by the STA Board of STIP funds, Prop. 1B Transit Capital, and other transit capital funds.

**Recommendation:**

Forward a recommendation to the STA Board to approve the attached 10-Year Transit Fleet Investment Plan.

**Attachments:**

- A. Draft 10-Year Transit Fleet Investment Plan
- B. Preliminary 10-Year Minor Transit Capital Needs

**STA FLEET REPLACEMENT COST SUMMARY**  
**(2007 Dollars)**

<b>TIER 1 FLEET REPLACEMENT – Five Years ending FY 2011-12</b>			
<b>Fleet Type</b>	<b>Assumptions</b>	<b>Total Cost</b>	<b>Unfunded Local Match</b>
Local Fixed Route	47 Buses Replaced in Tier 1	\$23,500,000	\$4,700,000
Paratransit	38 Vehicles Replaced in Tier 1; Assumes 5 year vehicle life	\$2,850,000	\$570,000
<b>TOTAL</b>		<b>\$26,350,000</b>	<b>\$5,270,000</b>

<b>TIER 2 FLEET REPLACEMENT – Five Years ending FY 2015-2016</b>			
<b>Fleet Type</b>	<b>Assumptions</b>	<b>Total Cost</b>	<b>Unfunded Local Match</b>
Intercity	47 Buses Replaced in Tier 2	\$25,850,000	\$5,170,000
Local Fixed Route	23 Buses Replaced in Tier 2	\$11,500,000	\$2,300,000
Paratransit	36 Vehicles Replaced in Tier 2; Assumes 5 year vehicle life	\$2,700,000	\$540,000
<b>TOTAL</b>		<b>\$40,050,000</b>	<b>\$8,010,000</b>

**STA TRANSIT CAPITAL PLAN - Minor Capital  
Unfunded Projects**

**Near Term**

<b>Jurisdiction</b>	<b>Project</b>		<b>Total Cost</b>	<b>Unfunded</b>
Benicia	Bus Stop Amenities	FY 07-08 - Future	\$53,654	\$22,000
Benicia	Bus Stop Improvement at 1st St	FY 08-09	\$500,000	\$500,000
Benicia	Office Equipment	FY 08-09	\$25,000	\$25,000
Benicia	Replace Admin Sedan	FY 11-12	\$30,000	\$30,000
Fairfield	AVL System	FY 07-08- FY 08-09	\$1,532,940	\$766,470
Rio Vista	Dispatch Software, Office Equip	FY 08-09- FY 10-11	\$50,000	\$50,000
Vallejo	Systemwide Bus Shelter Repl.	FY 06-07	\$250,000	\$150,000
Vallejo	Misc Support Equipment	FY 06-07	\$50,000	\$10,000
Vallejo	Port Security FMF	FY 06-07	\$281,250	\$56,250
Vallejo	Tire Machine	FY 07-08	\$10,000	\$10,000
Vallejo	Close Monitoring Wells	FY 07-08	\$25,000	\$25,000
Vallejo	Replace DPF Mufflers	FY 07-08	\$190,000	\$190,000
Vallejo	Replace Shop Truck	FY 07-08	\$60,000	\$60,000
Vallejo	9 Computers for Transit Facility	FY 07-08	\$27,000	\$27,000
Vallejo	Install new DECS for MCI buses	FY 08-09	\$700,000	\$700,000
Vallejo	Exhaust fan for DPF Cleaner	FY 08-09	\$30,000	\$30,000
Vallejo	Major Ferry Components Rehab	FY 08-09	\$848,140	\$169,628
Vallejo	Surveillance Cameras for 60 buses	FY 08-09	\$250,000	\$250,000
Vallejo	Paratransit Scheduling Software	FY 08-09	\$50,000	\$50,000
Vallejo	5 Computers for Paratransit Sched	FY 08-09	\$26,000	\$26,000
Vallejo	Bus Stop Maint/Inventory Software	FY 08-09	\$25,000	\$25,000
Vallejo	Paving Bus Maintenance Facility	FY 08-09	\$500,000	\$500,000
Vallejo	Replace Bus Wash	FY 08-09	\$300,000	\$300,000
Vallejo	Replace Gillig Transmissions	FY 08-09	\$80,000	\$80,000
Vallejo	Replace Gillig Engines	FY 08-09	\$140,000	\$140,000
Vallejo	Replace Maint Facility HVAC	FY 08-09	\$100,000	\$100,000
Vallejo	Renovate Driver Break Room	FY 08-09	\$5,000	\$5,000
Vallejo	Bus Facility Security Surveillance	FY 08-09	\$50,000	\$50,000
Vallejo	Replace 10 Computers for Transit	FY 08-09	\$40,000	\$40,000
Vallejo	Upgrade Base Radio Equipment	FY 08-09	\$150,000	\$150,000
Vallejo	PT Maint Support Equip - Battery	FY 08-09	\$10,000	\$10,000
Vallejo	Transit Misc Support Equip	FY 08-09	\$72,000	\$72,000
Vallejo	Surveillance Cameras for Sereno TC	FY 09-10	\$75,000	\$75,000
Vallejo	Support Vehicles	FY 09-10	\$85,000	\$85,000
Vallejo	Seal Shop Floor	FY 09-10	\$100,000	\$100,000
Vallejo	Security Enhance. O&M Facility	FY 09-10	\$300,000	\$300,000
Vallejo	Replace 6 Computers for Ferry	FY 09-10	\$25,000	\$25,000
Vallejo	Replace Misc Office Equipment	FY 09-10	\$50,000	\$50,000
Vallejo	Expand Dispatch in Bus Ops Fac	FY 10-11	\$700,000	\$700,000
Vallejo	Systemwide AVL	FY 10-11		
Vallejo	Engine Repower	FY 08-09	\$6,500,000	\$1,300,000
Vallejo	Engine Repower	FY 09-10	\$6,500,000	\$1,300,000
<b>5 YEAR TOTAL, MINOR CAPITAL</b>			<b>\$20,795,984</b>	<b>\$8,554,348</b>

**Longer-term**

Benicia	AVL System	Future	\$475,000	\$475,000
Rio Vista	Bus Stop and Amenities	Future	\$25,119	\$5,000
Rio Vista	AVL for Transit Buses	Future	\$150,000	\$150,000
<b>TOTAL, FUTURE MINOR CAPITAL</b>			<b>\$650,119</b>	<b>\$630,000</b>



DATE: November 14, 2007  
 TO: STA TAC  
 FROM: Sam Shelton, Assistant Project Manager  
 RE: 2008 State Transportation Improvement Program (STIP) and Eastern Solano Congestion Mitigation & Air Quality Improvement Program (ECMAQ) Proposed Programming

**Background:**

**State Transportation Improvement Program (STIP)**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a five-year period (see attachment A). As of September 2007, the California Transportation Commission (CTC) estimated that Solano County would receive about \$14.390 M in new STIP funding in Fiscal Year (FY) 2011-12 & FY 2012-13.

On September 12, 2007 the STA Board approved programming of 5% of the 2008 STIP for Planning, Programming and Monitoring (PPM) purposes as allowed by Assembly Bill (AB) 2538 (Wolk). In addition, the STA Board approved a STIP Swap of \$1.9 million from the 2008 STIP funds to provide the STA with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs.

On October 10, 2007, the STA Board approved a draft 2008 STIP recommendation for the following projects:

Draft 2008 STIP project recommendations for Solano County (FY 2011-12 & FY 2012-13)	
\$14.390 M Fund Estimate (as of Sept 2007)	
\$8.962 M, Highway Funds (Transportation Investment Fund, TIF)	
\$2.684 M, Base Share thought to ultimately be Public Transportation Account (PTA)	
\$1.900 M, STIP Swap for flexible planning needs (recommended on 9-12-07)	
Highway Funds (Transportation Investment Fund, TIF)	\$8.962 M
Planning, Programming and Monitoring (PPM)	\$0.720 M
Jepson Parkway	\$8.242 M
Base Share (Thought to ultimately be PTA Funds)	\$2.684 M
Vallejo Ferry Maintenance Facility (Phase 1 and 2)	\$1.342 M
Vacaville Intermodal Station (Phase 1)	\$1.342 M
Fairfield/Vacaville Rail Station	\$ Pending

Eastern Solano Congestion Mitigation Air Quality Improvement (ECMAQ) Program

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Federal Transportation Bill reauthorized funding for the Congestion Mitigation Air Quality Improvement Program (CMAQ). The objective of the CMAQ program is to provide funding to transportation projects and transportation-related air improvement projects and programs that reduce transportation related air emissions in air quality non-attainment and maintenance areas. The Metropolitan Transportation Commission (MTC) receives CMAQ funds from both the Bay Area region and the Sacramento region because of Solano County being located within the two air basins. The Sacramento CMAQ funds for eastern Solano County is commonly referred to as ECMAQ funding. This funding is programmed by MTC in three 2-year cycles over the life of the 6-year SAFETEA-LU bill ending in FY 2008-09.

MTC staff recently confirmed that a balance of \$1.02 million of second-cycle ECMAQ funding remains to be programmed by the STA. \$120,000 in third-cycle ECMAQ funding also remains to be programmed by the STA. This funding can be applied to eligible ECMAQ projects that can be delivered before SAFETEA-LU expires in 2009.

**Discussion:**

State Budget Bills Divert Millions In Transportation Funding

The FY 2007-08 State Budget and associated trailer bills (Chapters 171, 172, 173, and 313, Statutes of 2007), have left the STIP severely underfunded. The enacted FY 2007-08 Budget (and implementing trailer bills) diverted \$1.3 billion in 2007-08 and, beginning in 2008-09, permanently reduced the percent of Public Transportation Account (PTA) spillover revenue statutorily available for the STIP (from 50% to approximately 17%). Based on May 2007 Department of Finance estimates, this on-going spillover diversion is a reduction of STIP funding of approximately \$300 million annually. More recently, the Legislature passed and the Governor signed Senate Bill 717. This bill reduced the percentage of the Transportation Investment Fund (TIF) transfer that remains in the PTA. This results in a decrease of approximately \$85 million annually statewide.

\$3.79 M In Lost Programming Capacity For New Projects

The result of these funding diversions is a loss of \$3.79 M in 2008 STIP funding capacity for Solano County, leaving the STA a total of \$10.6 M to recommend towards new projects in the 2008 STIP programming process for FY 2011-12 and 2012-13 as “mode-neutral” funding (see attachment B). This means that all STIP eligible projects can be funded with the new programming capacity, regardless of mode (Highway, Transit, etc.). STA staff recommends programming the limited remaining funding for Planning, Programming, and Monitoring (PPM) and the next segment of the Jepson Parkway Project.

**Revised 2008 STIP project recommendations for Solano County  
(FY 2011-12 & FY 2012-13)**

**\$10.600 M Fund Estimate (Mode Neutral)  
\$1.900 M STIP Swap for flexible planning needs (STA Board approved on 9-12-07)**

<b>Mode Neutral Funding Remaining</b>	<b>\$8.700 M</b>
Planning, Programming and Monitoring (PPM)	\$0.458 M
Jepson Parkway	\$8.242 M
Vallejo Ferry Maintenance Facility (Phase 1 and 2)	\$0 M
Vacaville Intermodal Station (Phase 1)	\$0 M
Fairfield/Vacaville Rail Station	\$0 M

\$216,000 lost in PPM capacity:

This total loss of funding has also dropped the total Planning, Programming and Monitoring (PPM) funds that the STA is eligible to request by \$216,000 in 4-year STIP period from FY 2008-09 to FY 2011-12. MTC has recommended that the STA reprogram PPM funds between fiscal years 2008-09 and 2011-12 for a total of nearly \$1.996 M. The estimated funding amounts for the next 4-year STIP period leave \$1.866 M available to program towards PPM between FY 2012-2013 and FY 2015-16, leaving an average of \$466,000 available to program to PPM activities each year. STA staff recommends programming only \$229,000 in FY 2011-12 & FY 2012-13 for a total of \$0.458 M that remains after programming funding for the Jepson Parkway Project for \$8.242 M. The additional capacity can be programmed in FY 2008-09, 2009-10, and 2010-11 at \$589,000 each.

PPM Programming, \$216,000 lost capacity						
Fiscal Year	2008-09	2009-10	2010-11	2011-12	2012-13	5-year TOTAL
Current programming	737,000	737,000	738,000	*360,000	*360,000	\$2.9 M
New 4-Year Capacity	\$1.996 M (2008-12)				\$1.866 M ** (2012-16)	\$2.5 M
Recommended Programming	589,000	589,000	589,000	229,000	229,000	\$2.2 M

\*\$360,000 was the estimated 5% amount of PPM capacity available from earlier CTC estimates.

\*\*Based on \$1.866 M of PPM capacity between 2012-16, \$545,000 can be programmed in the next three years during the 2010 and 2012 STIP cycles.

Existing Projects To Be Reprogrammed To Later Years:

The funding diversions have also resulted in lost allocation capacity in existing years of the STIP (FY 2008-09, FY 2009-10) which is not allowing the CTC to allocate funding previously programmed in the 2006 STIP. An example of this lost allocation capacity is Dixon's Train Station \$1.330 M rejected allocation request at the November 2007 CTC meeting (In cooperation with regional agencies, CTC staff will come back in December with a revised allocation plan to deal with the crisis.) Due to this lost allocation capacity, MTC is recommending pushing projects currently programmed in the STIP out several years (or "Respreading" programming amounts from earlier years to later years). There is no lost capacity during this "respreading" of funding but projects will be delayed.

STIP programmed funding "Respreading" recommendation from MTC				
Fiscal Year	2008-09	2009-10	2010-11	2011-2012
Current TIF (Highway)	\$36.876 M	\$7.772 M	\$4.496 M	
MTC TIF Respreading	\$31.754 M	\$12.190 M	\$4.812 M	\$0.389 M
MTC TIF Net Respread	-\$5.122 M	+\$4.418 M	+\$0.316 M	+\$0.389 M
Current PTA (Transit)	\$6.000 M	\$15.528 M	\$0 M	
MTC PTA Respreading	\$0 M	\$3.168 M	\$5.011 M	\$13.349 M
MTC PTA Net Respread	-\$6.000 M	-\$12.360 M	+\$5.011 M	+\$13.349 M
TOTAL Current Prog.	\$42.876 M	\$23.300 M	\$4.496 M	
TOTAL Respreading	\$31.754 M <sup>47</sup>	\$15.358 M	\$9.823 M	\$13.738 M
TOTAL Net Respreading	-\$11.122 M	-\$7.942 M	+\$5.327 M	+\$16.754 M

Delaying the construction of the Jepson Parkway Project by one fiscal year to FY 2009-10 (one year) will satisfy the TIF respreading target. Delaying the Vallejo Baylink Ferry maintenance facility to FY 2009-10 (one year), the Vallejo Ferry Terminal Parking project to FY 2010-11 (one year), and the Fairfield/Vacaville Capitol Corridor Rail Station to FY 2010-11 (two years) will satisfy the PTA respreading target.

For projects that require currently programmed amounts to maintain critical project delivery deadlines, the STA does not need to push the funding out, but will require substantial evidence to justify programming funds during these lean years of the STIP. Project sponsors across the state will be competing in this arena for these limited STIP funds. Further guidance for justifying current programmed funding years will be made available at the November TAC meeting.

\$900,000 in Eastern Solano Congestion Mitigation & Air Quality (ECMAQ) funds for Vacaville Intermodal Station (Phase 1):

In October 2007, the STA Board approved a draft recommendation for \$1.342 M in STIP funding for the Vacaville intermodal Station. That funding is no longer available. To help cover the \$2.75 M construction funding shortfall for the Vacaville Intermodal Station (Phase 1) project, the STA has submitted claims for additional third-cycle CMAQ funds, currently being negotiated between MTC and the STA. To make this claim more competitive, STA staff recommends programming \$900,000 of the remaining \$1.02 M in second-cycle ECMAQ for the Vacaville Intermodal Station (Phase 1) project, leaving \$20,000 in second-cycle ECMAQ available.

Also in October 2007, the STA Board directed STA staff to pursue funding for Rio Vista's Waterfront Project as the next Transportation for Livable Communities project to be funded. ECMAQ funding can be used for such TLC projects, provided that funding is identified to build a usable construction phase. To help Rio Vista carry their project forward, STA Staff is recommending to pursue the next two years of AB8 Yolo-Solano Air Quality Management District (YSAQMD) funds for their environmental and preliminary engineering work. This recommendation is explained in further detail in the STA TAC action item "Rio Vista's Waterfront Access TLC Project Funding Strategy".

Reprogram \$350,000 to Vacaville's Jepson Parkway Gateway Enhancements Project  
Vacaville Public Works Staff has requested to reprogram \$175,000 in discretionary Transportation Enhancements (TE) funds from the Vacaville Regional Transit Center Landscaping project to the Jepson Parkway Gateway Enhancements Project. This will effectively delete the Vacaville Regional Transit Center Landscaping project from the STIP and increase the Jepson Parkway Gateway Enhancements Project's total TE funding to \$350,000 in FY 2008-09.

\$140,000 in ECMAQ for STA Safe Routes to School Program

The STA is circulating a Draft Countywide Safe Routes to School (SR2S) Plan as part of the beginning of a STA SR2S Program. To kickoff the program, STA Staff recommends funding the new program with the remaining ECMAQ funding (\$20,000 from the second-cycle of ECMAQ and \$120,000 in third-cycle ECMAQ for a total of \$140,000).

The STA plans to submit a Countywide Safe Routes to School Grant Application for the Federal Safe Routes to School (SRTS) grant program (applications are expected to be due in late December 2007). This initial ECMAQ funding will make the countywide grant application more competitive. Non-federal funding is required to match the ECMAQ

in late December 2007). This initial ECMAQ funding will make the countywide grant application more competitive. Non-federal funding is required to match the ECMAQ funding, which is expected to come from Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) STA Program manager funds and Yolo-Solano AQMD Clean Air Funds (approximately \$100,000). Countywide priority education and encouragement projects (such as brochures, public service announcements, and route maps) identified in the Draft Countywide STA Safe Routes to School (SR2S) Plan will be considered in the STA federal grant application. The draft SR2S plan is part of the STA TAC information item "Countywide Safe Routes to School Plan".

**Fiscal Impact:**

Several transit projects will be delayed by one to two years while the first segment of the Jepson Parkway Project will be delayed by one year. Previously recommended new 2008 STIP funded projects in FY 2011-2012 and FY 2012-2013 will not be funded in the 2008 STIP with the exception of the Jepson Parkway Project for \$8.242 M and the reduced amount of PPM funding of \$0.458 M.

\$175,000 in TE funding programmed for the Vacaville Regional Transit Center Landscaping project will be reprogrammed towards the Vacaville Jepson Parkway Gateway Enhancements Project, giving this project a total of \$350,000 in TE funding.

The Vacaville Intermodal Station will receive \$900,000 in ECMAQ while \$140,000 in ECMAQ will be programmed to leverage a countywide STA Federal Safe Routes to School grant application for education and encouragement projects and programs.

**Recommendation:**

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

1. Program the 2008 State Transportation Improvement Program (STIP) as shown in Attachment C; and
2. Program Eastern Solano Congestion Mitigation and Air Quality funding as shown in Attachment D.

**Attachments:**

- A. Current 2006 STIP, as listed the CTC "Orange Book", 8-01-07
- B. CTC Draft 2008 STIP Fund Estimate, 10-24-07
- C. 2008 State Transportation Improvement Program (STIP) Recommendation
- D. Eastern Solano Congestion Mitigation and Air Quality Improvement Program (ECMAQ) Recommendation

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# SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)  
(\$1,000's)

Total County Share, June 30, 2006 (from 2006 Report)	68,821
Less 2005-06 Allocations and closed projects	-2,321
Less Projects Lapsed, July 1, 2006-June 30, 2007	0
2006 STIP Augmentation Fund Estimate Formula Distribution	17,350
<b>Total County Share, June 30, 2007 (includes TE)</b>	<b>83,850</b>

## Solano

Agency	Rte	PPNO	Project	Ext	Voted	Total	Prior	Project Totals by Fiscal Year					R/W	Project Totals by Component						
								06-07	07-08	08-09	09-10	10-11		Const	E & P	PS&E	R/W Sup	Con Sup		
Caltrans	37	5201D	Napa Riv-Sonoma Bl. planting#5201C		Jul-06	441	0	441	0	0	0	0	0	0	441	0	0	0	0	0
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)(02S-124)		Jul-08	26	0	26	0	0	0	0	0	0	26	0	0	0	0	0
MTC		2152	Planning, programming, and monitoring		Jul-06	29	0	29	0	0	0	0	0	0	29	0	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring		Oct-06	39	0	39	0	0	0	0	0	0	39	0	0	0	0	0
Caltrans	12	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)			7,000	0	0	0	0	7,000	0	0	7,000	0	0	0	0	0	
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			13,099	0	0	0	13,099	0	0	0	13,099	0	0	0	0	0	
Solano TA	loc	5301	Jepson: Walters Rd ext (Fairfield)			3,300	0	0	0	3,300	0	0	0	3,300	0	0	0	0	0	
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			1,837	0	0	1,837	0	0	0	0	0	1,837	0	0	0	0	
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			5,893	0	0	0	5,893	0	0	0	5,893	0	0	0	0	0	
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			6,123	0	0	0	2,400	0	3,723	0	3,723	0	2,400	0	0	0	
Solano TA	loc	5301K	Loc rds north of Rt 80/660/12 (TCRP #25)			11,412	0	0	0	11,412	0	0	0	11,412	0	0	0	0	0	
MTC		2152	Planning, programming, and monitoring		Jul-07	35	0	0	35	0	0	0	0	35	0	0	0	0	0	
MTC/STA		2263	Planning, programming, and monitoring		Jul-07	853	0	0	853	0	0	0	0	853	0	0	0	0	0	
MTC		2152	Planning, programming, and monitoring			105	0	0	0	35	35	35	0	105	0	0	0	0	0	
MTC/STA		2263	Planning, programming, and monitoring			2,212	0	0	0	737	737	738	0	2,212	0	0	0	0	0	
<b>Subtotal, Non-TE/PTA Projects</b>						<b>52,404</b>	<b>0</b>	<b>535</b>	<b>2,725</b>	<b>36,876</b>	<b>7,772</b>	<b>4,496</b>	<b>0</b>	<b>48,167</b>	<b>1,837</b>	<b>2,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CapCorr/JPA	rail	2064	CP Coast-Santa Clara track improvements (RIP)		Jul-06	4,200	0	4,200	0	0	0	0	0	4,200	0	0	0	0	0	
Caltrans	rail	6046	Dixon rail station improvements		Apr-07	543	0	543	0	0	0	0	0	0	0	543	0	0	0	
Vallejo	ferry	2261	Baylink ferry maintenance facility (ext 4-06)	Jun-07	Jun-07	425	425	0	0	0	0	0	0	425	0	0	0	0	0	
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0	0	
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03)			15,528	0	0	0	0	15,528	0	0	15,528	0	0	0	0	0	
Dixon	rail	6046	Dixon rail station improvements (supplemental)			1,330	0	0	1,330	0	0	0	0	0	0	1,330	0	0	0	
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield			4,000	0	0	0	4,000	0	0	0	4,000	0	0	0	0	0	
<b>Subtotal, Public Transportation Account (PTA) Projects</b>						<b>28,026</b>	<b>425</b>	<b>4,743</b>	<b>1,330</b>	<b>6,000</b>	<b>15,528</b>	<b>0</b>	<b>0</b>	<b>26,153</b>	<b>0</b>	<b>1,873</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Fairfield	te	5152F	Downtown Fairfield ped enhancements (ext 6-06)	Apr-07	Apr-07	350	350	0	0	0	0	0	0	350	0	0	0	0	0	
Suisun City	te	5152G	Driftwood Drive waterfront pedestrian plaza		Jul-07	372	0	0	372	0	0	0	0	372	0	0	0	0	0	
Vacaville	te	5152D	Regional transit center landscaping			175	0	0	0	175	0	0	0	175	0	0	0	0	0	
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			175	0	0	0	175	0	0	0	175	0	0	0	0	0	
MTC	res	5152A	TE reserve			2,364	0	0	333	701	740	590	0	2,364	0	0	0	0	0	
<b>Subtotal Transportation Enhancement (TE) Projects</b>						<b>3,436</b>	<b>350</b>	<b>0</b>	<b>705</b>	<b>1,051</b>	<b>740</b>	<b>590</b>	<b>0</b>	<b>3,436</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Programmed or Voted Since July 1, 2006</b>						<b>83,866</b>														
<b>Balance of STIP County Share, Solano</b>																				
Total County Share, June 30, 2007						83,850														
Total Now Programmed or Voted Since July 1, 2006						83,866														
Unprogrammed Share Balance						0														
Share Balance Advanced or Overdrawn						16														

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ATTACHMENT A

**Metropolitan Transportation Commission  
2008 Regional Transportation Improvement Program (RTIP)**

**FINAL CTC-ADOPTED COUNTY SHARE TARGETS**

Resolution 3825 Attachment 1-B: County Targets

October 24, 2007

County	2006 STIP				2008 RTIP Programming				Total Target w/PPM & TE	Maximum
	Orange Book Under (Over) Programmed Share through FY 10-11	Supplemental Allocations and Lapses since Orange Book	Formula Adjustment	Net Carryover Under (Over) Programming from 2006 STIP	CTC Formula Distribution (New Funds) FY 11-12	GARVEE Debt Service Repayments	Net Share FY 08-09 through FY 11-12	CTC Formula Distribution (New Funds) FY 12-13	Net Funding Capacity FY 08-09 through FY 12-13	With Estimated Future Share through FY 15-16
Alameda	47 +	(2,168) +	12 =	(2,109) +	(11,004) +	0 =	13,714 +	43,877 =	30,764	117,964
Contra Costa	280 +	177 +	(33) =	424 +	(7,129) +	0 =	(6,705) +	28,427 =	21,722	8,930
Marin*	(30,717) +	3 +	0 =	(30,714) +	(2,084) +	0 =	(32,798) +	8,309 =	(21,489)	(7,976)
Napa	(2,413) +	0 +	17 =	(2,396) +	(1,293) +	0 =	(3,689) +	5,154 =	1,465	11,709
San Francisco	43,013 +	0 +	98 =	43,111 +	(5,630) +	0 =	37,481 +	22,448 =	59,929	104,541
San Mateo	8,707 +	0 +	714 =	9,421 +	(5,843) +	0 =	3,578 +	23,296 =	26,874	73,713
Santa Clara**	(138) +	0 +	72 =	(66) +	(12,888) +	(47,547) =	(60,501) +	51,388 =	(9,113)	93,015
Solano	(16) +	575 +	(39) =	520 +	(3,374) +	0 =	(2,854) +	13,454 =	10,600	37,338
Sonoma*	(25,403) +	0 +	(170) =	(25,573) +	(4,110) +	0 =	(29,683) +	16,387 =	(13,296)	19,271
<b>Totals</b>	<b>(6,640) +</b>	<b>(1,413) +</b>	<b>671 =</b>	<b>(7,382) +</b>	<b>(53,355) +</b>	<b>(47,547) =</b>	<b>(101,284) +</b>	<b>212,740 =</b>	<b>104,456</b>	<b>458,505</b>

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County	Transportation Enhancement Programming			PPM Programming			Existing Programming Respreading Targets (PTA + TIF) +			
	TE Target	TE Held in MTC Reserve	TE Available for CMA Programming	PPM Available for CMA*** Programming FY 2011-12	PPM Available for CMA Programming FY 2012-13	MTC PPM FY 2011-12 & FY 2012-13 (each year)	Estimated Respreading Target FY 2008-09	Estimated Respreading Target FY 2009-10	Estimated Respreading Target FY 2010-11	Estimated Respreading Target FY 2011-12+
Alameda	3,921	1,960	1,961	4,685	2,080	114	18,453	9,521	9,283	8,990
Contra Costa	2,541	1,270	1,271	(454)	1,347	74	61,629	15,413	12,444	21,591
Marin*	743	371	372	(124)	394	21	7,572	13,331	18,407	9,485
Napa	460	230	230	695	245	13	27	8,959	1,253	2,471
San Francisco	2,006	1,003	1,003	1,791	1,064	58	3,539	266	10,693	3,498
San Mateo	2,082	1,041	1,041	2,078	1,105	60	40,003	3,797	22,342	15,959
Santa Clara**	4,593	2,296	2,297	6,890	2,436	133	464	53,724	15,808	16,889
Solano	1,203	601	602	(216)	638	35	31,754	15,358	9,823	13,737
Sonoma*	1,465	732	733	(257)	777	42	52,139	0	17,297	16,754
<b>Totals</b>	<b>19,014</b>	<b>9,504</b>	<b>9,510</b>	<b>15,088</b>	<b>10,086</b>	<b>550</b>	<b>215,580</b>	<b>120,369</b>	<b>117,350</b>	<b>109,374</b>

\* Marin and Sonoma Counties have advances on their county shares; their total targets for the 2008 will effectively be \$0.

\*\* Santa Clara County's GARVEE bond debt service exceeds the new funding from the 2008 STIP, making their highway target effectively \$0.

\*\*\* Negative numbers indicate that the county is over the PPM limitation and must reduce previously programmed PPM in earlier years (with no new PPM programming in FY 11-12).

+ Respreading amounts should be used as an idea of the overall statewide situation for shifting funds by year. They do not represent guaranteed funding; counties may propose different spreads.

Agency	2008 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	Total	08-09	09-10	10-11	11-12	12-13
	<b>Transportation Investment Fund Projects, (TIF)</b>						
Caltrans	Napa Riv-Sonoma Bl. planting#5201C	441	0	0	0		
MTC	AB 3090 reimbursement (03-04 PPM)(02S-124)	26	0	0	0		
MTC	Planning, programming, and monitoring	29	0	0	0		
MTC/STA	Planning, programming, and monitoring	39	0	0	0		
Caltrans	Jameson Canyon Rd widening (TCRP #157)(CMIA)	7,000	0	7,000	0		
Solano TA	Jepson Parkway (I-80 reliever)	13,099	13,099	0	0		
Solano TA	Jepson, Walters Rd ext. (Fairfield)	3,300	3,300	0	0		
Solano TA	Jepson, Vanden Rd widen. (County)	1,837	0	0	0		
Solano TA	Jepson, Vanden Rd widen. (County)	5,893	5,893	0	0		
Solano TA	Jepson Parkway (I-80 reliever)	6,123	2,400	0	3,723		
Solano TA	JEPSON PARKWAY RESPREAD	36,657	0	24,892	3,723	8,242	0
Solano TA	Loc rds north of Rt 80/680/12 (TCRP #25)	11,412	11,412	0	0		
MTC	Planning, programming, and monitoring	35	0	0	0		
MTC/STA	Planning, programming, and monitoring	853	0	0	0		
MTC	Planning, programming, and monitoring	105	35	35	35		
MTC/STA	Planning, programming, and monitoring	2,212	737	737	738	360	360
MTC/STA	PLANNING, PROGRAMMING, AND MONITORING REPROGRAMMING	2,225	589	589	589	229	229
	<b>REVISED TIF SUBTOTAL</b>	<b>58,822</b>	<b>12,036</b>	<b>32,316</b>	<b>4,347</b>	<b>8,471</b>	<b>229</b>
	<b>Public Transportation Account Funds, (PTA)</b>						
CapCorr/JPA	CP Coast-Santa Clara track improvements (RIP)	4,200	0	0	0		
Caltrans	Dixon rail station improvements	543	0	0	0		
Vallejo	Baylink ferry maintenance facility (ext 4-06)	425	0	0	0		
Vallejo	Vallejo Baylink ferry maintenance facility	2,000	2,000	0	0		
	Vallejo Baylink ferry maintenance facility RESPREAD	2,000	0	2,000	0	0	0
Vallejo	Vallejo ferry terminal, parking, phase 2 (06S-03)	15,528	0	15,528	0		
	Vallejo ferry terminal, parking, phase 2 (06S-03) RESPREAD	15,528	0	0	15,528	0	0
Dixon	Dixon rail station improvements (supplemental)	1,330	0	0	0		
Fairfield	Capitol Corridor rail station, Fairfield	4,000	4,000	0	0		
	Capitol Corridor rail station, Fairfield RESPREAD	4,000	0	0	4,000	0	0
	<b>REVISED PTA SUBTOTAL</b>	<b>26,696</b>	<b>0</b>	<b>2,000</b>	<b>19,528</b>	<b>0</b>	<b>0</b>
	<b>Transportation Enhancement Projects, TE</b>						
Fairfield	Downtown Fairfield ped enhancements (ext 6-06)	350	0	0	0		
Suisun City	Driftwood Drive waterfront pedestrian plaza	372	0	0	0		
Vacaville	Regional transit center landscaping	175	175	0	0		
	Regional transit center landscaping PROJECT DELETED	0	0	0	0	0	0
Vacaville	Jepson Parkway Gateway enhancement	175	175	0	0		
	Jepson Parkway Gateway enhancement REPROGRAMMING	0	360	0	0	0	0
MTC	TE reserve	2,364	701	740	590		
	<b>REVISED TE SUBTOTAL</b>	<b>3,436</b>	<b>1,401</b>	<b>740</b>	<b>590</b>	<b>0</b>	<b>0</b>
	<b>TOTAL BY FISCAL YEAR</b>	<b>88,954</b>	<b>13,437</b>	<b>36,056</b>	<b>24,465</b>	<b>8,471</b>	<b>229</b>

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**Eastern Solano Congestion Mitigation and Air Quality Improvement Program (ECMAQ)**

Recommended programming:

- \$900,000 in second-cycle Eastern Solano Congestion Mitigation and Air Quality Improvement Program (ECMAQ) for the Vacaville Intermodal Station Project.
- \$20,000 in second-cycle ECMAQ and \$120,000 in third-cycle ECMAQ funding for the STA's Safe Routes to School Program.



DATE: November 11, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Rio Vista's Waterfront Access TLC Project Funding Strategy

**Background:**

The City of Rio Vista's Waterfront Access Transportation for Livable Communities (TLC) Project is identified as part of the Solano Transportation Authority's (STA) Countywide TLC Plan. The project will improve the downtown waterfront in an effort to channel growth toward the historic city core and away from outlying areas of town. This project completed two TLC funded planning studies to identify pedestrian, bicycle and land use connections. The first TLC planning study was provided by the Metropolitan Transportation Commission in Fiscal Year (FY) 99-00 to develop a concept plan with TLC components for the downtown waterfront. The STA followed up with the concept plan by providing additional TLC planning funds to develop a specific plan for the downtown waterfront in FY 2005-06. The City of Rio Vista is currently working to adopt the Waterfront Access Specific Plan by mid-November 2007.

On June 13, 2007 the STA Board issued a call for projects for Solano TLC capital funds. The City of Rio Vista submitted an application for Solano County TLC Capital funds to begin constructing bicycle and pedestrian access features identified in the Waterfront Access Concept and Specific Plan. The STA Board did not approve the project for TLC funding due primarily to time constraints related to obligating federal funds (source of TLC funds). Instead, the STA Board did recognize the significance of the project and its potential TLC benefit for Rio Vista and the County and unanimously agreed to prioritize future TLC funding for the Rio Vista Waterfront Access Project. The STA Board followed up on this action on October 10, 2007, by directing STA staff to assist Rio Vista in developing a funding implementation plan to construct the Waterfront Access Project.

The most immediate step to begin implementing the Waterfront Access Project is to complete the environmental document and preliminary engineering. STA staff reviewed funding options and determined that the most ideal source of funds for this project phase is the Yolo Solano Air Quality Management District's (YSAQMD) Clean Air Funds.

Similar to the Bay Area Air Quality Management's (BAAQMD) Transportation Fund for Clean Air (TFCA), the YSAQMD annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766, and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

Below is the amount of AB 2766 and AB 8 funding Solano County received over the past 5 years through the Clean Air Program.

Fiscal Year 07/08	AB 2766: \$140,000	AB 8: \$280,000	Total: \$420,000
Fiscal Year 06/07	AB 2766: \$140,000	AB 8: \$220,000	Total: \$360,000
Fiscal Year 05/06	AB 2766: \$140,000	AB 8: \$150,000	Total: \$290,000
Fiscal Year 04/05	AB 2766: \$141,532	AB 8: \$150,000	Total: \$291,532
Fiscal Year 03/04	AB 2766: \$140,000	AB 8: \$150,000	Total: \$290,000

Each year, the YSAQMD partners with the STA to form the STA/YSAQMD Clean Air Application Committee which reviews application submittals and provides a funding recommendation to the YSAQMD Board. STA Board members from areas within the Yolo Solano Air Basin are appointed to participate on the STA/YSAQMD Clean Air Application Committee. Typically, the YSAQMD Board adopts the STA/YSAQMD Clean Air Application Committee's recommendations.

**Discussion:**

Based on past funding amounts, STA staff anticipates at least \$150,000 in AB8 funding over the next two years. AB8 funds can be used for environmental and design, plus it serves as a good source of local match for obtaining additional state and federal grants for the project. Staff recommends the STA Board recommend the STA/YSAQMD Clean Air Application Committee commit \$150,000 of AB8 Clean Air Funds to Rio Vista's Waterfront Access Project for the next two years to complete environmental and design phase of the project. The remaining AB 2766 funds would continue to be available on a competitive basis.

STA staff originally considered recommending a portion of available ECMAQ funds as described in a separate TAC staff report, Agenda Item VI.C. However, according to the Metropolitan Transportation Commission staff, the ECMAQ funds cannot be used for environmental documents unless the project includes additional funding committed to complete construction. Rio Vista's Waterfront Project does not have funding identified for construction at this time.

Upon approval of the YSAQMD, STA staff will work with Rio Vista's staff to obtain a project manager to oversee the progress of the project. The project manager will be responsible for working with Rio Vista, Caltrans, MTC and other agency staff to develop an adequate document in order to proceed to the next phase of the project (i.e. plan, specs and estimates; right of way acquisition, and construction).

**Fiscal Impact:**

YSAQMD Clean Air funds do not have an impact to the STA general funds. Clean Air funds are local funds and are administered by the YSAQMD with STA assistance. An estimated total of \$150,000 of AB8 Clean Air funds will be available for the STA/YSAQMD Clean Air Application Committee to program.

**Recommendation:**

Forward a recommendation to the STA Board to recommend the STA/YSAQMD Clean Air Application Review Committee commit AB8 to Rio Vista's Waterfront Pedestrian Bicycle Improvement Project for the next two years.

**Attachments:**

- A. Detailed Project Description for the City of Rio Vista's Waterfront Pedestrian Bicycle Improvement Project (To be provided under separate cover.)

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DATE: November 9, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: State Route (SR) 12 Jameson Canyon Project Implementation

**Background:**

Solano Transportation Authority (STA) staff has been actively working with Caltrans, the Napa County Transportation and Planning Authority (NCTPA), affected regulatory agencies and the interested public to deliver the State Route (SR) 12 Jameson Canyon Project. The purpose of the project is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The project will be implemented in phases due to funding constraints. The Phase 1 Project has been identified, which includes adding an additional lane in each direction and constructing a concrete median barrier from Kelly Road in Napa County to Red Top Road in Solano County.

Funding for the \$139 million Phase 1 Project is from Proposition 1B - Corridor Mobility Improvement Account (CMIA), State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP), and federal funds. Construction is expected to begin in late 2010.

Currently Caltrans is the lead agency for the environmental phase of the project. This Phase was initiated in March 2001 with funding from the TCRP dedicated to the Project. Caltrans released the draft environmental document for public comment in late August 2007. Caltrans anticipates issuing the Final Environmental Document for the project by December 31, 2007.

The cost estimates provided from Caltrans for the Phase 1 Project is:

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

See Attachment A the Phase 1 Project Fact Sheet for further details.

**Discussion:**

SR 12 is a vital link between Solano and Napa Counties. The STA and NCTPA support the timely completion of the Project in the most cost effective solution that meets the Project Purpose and Need.

In May 2007, the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. 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) retained by STA and NCTPA to work in partnership with Caltrans assigned PM. A consultant Co-PM was retained by the STA and NCTPA in September 2007. The Co-PM has been actively working with Caltrans, NCTPA and STA staffs to develop an implementation strategy for expedited delivery of the Project.

Presented below is the Project Schedule for the SR 12 Jameson Canyon Phase 1 Project:

<b>SR 12 Jameson Canyon (Phase 1) Project Schedule</b>		
<b>Phase-Milestone</b>	<b>Planned</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Document	3/01	01/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	3/01	01/08
Final Design - Plans, Specs. & Estimates (PS&E)	03/08	04/10
Right-of-Way Activities /Acquisition (R/W)	03/08	04/10
Construction	09/10	08/13

In order to advance timely delivery of the project the Caltrans, STA, and NCTPA management team is recommending the following next steps/actions:

- Develop a Phase 1 project that minimizes detrimental impacts to the natural resources in the corridor and minimizes costly right of way acquisition and utility relocations.
- Establish definitive right of way needs (appraisal maps, legal descriptions etc.) for the project as soon as possible. It is imperative to clearly identify the required

right of way needs for the project. In addition to the environmental phase, the Right-of-Way acquisition will also be the critical path activity for the project.

- Execute the appropriate agreements with Caltrans and NCTPA in order to proceed as quickly as possible with detailed preliminary engineering and final design activities.

Presented below is the first set of recommended activities required for expedited implementation. These recommendations are from STA and will require the Executive Steering Committee (ESC) for the Project to implement. The ESC is comprised of Daryl Halls – STA Executive Director, Bijan Sartipi – Caltrans District Director and Jim Leddy – NCTPA Executive Director. The recommended steps are:

1. *Authorize the STA Executive Director to Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the Design and Right-of-Way activities for the project.*

A draft Cooperative Agreement is currently being prepared by Caltrans for STA and NCTPA staff review. This agreement assigns detailed responsibilities for preparation of the design documents including Plans, Specifications, and Estimates (PS&E) and Right-of-Way acquisition and related support services. Attachment B, Cooperative Agreement Fact Sheet, outlines the currently proposed underlying principles of responsibility for the project. As currently outlined STA will play a major role in facilitating completion of critical design and Right-of-Way acquisition activities. It is imperative that this Cooperative Agreement be executed as soon as possible in order to assign the necessary resources to commence design and Right-of-Way acquisition activities.

2. *Authorize the Executive Director to issue a Request for Proposals (RFP) to retain a consultant to prepare Preliminary Engineering leading to Final Design (PS&E) documents and provide Right-of-Way Acquisition Support Services.*
3. *Authorize the Executive Director to execute a consultant agreement to provide such services for an amount not to exceed \$10,300,000.*

The Draft Environmental Document is expected to be completed by the end of this year. The implementation strategy calls for moving forward concurrently with detailed preliminary engineering, final design and Right-of-Way acquisition and support services. Based on the progress of the completion of the environmental document, staff is recommending a RFP be issued immediately after Board approval for a consultant to provide detailed final design and right of way acquisition support services. Attachment C is the draft RFP which would be issued in mid December 2007, with the goal of executing a contract by late February 2008. Issuing the RFP also requires the Project's ESC to approve this action. The ESC meeting is scheduled for December 11, 2007.

**Fiscal Impact:**

Final design and right of way support services will be funded as follows:

\$2,000,000 STIP/RIP (prior) – PS&E

\$2,000,000 STIP/IIP (prior) - PS&E

\$1,500,000 TCRP (07/08) – PS&E  
\$1,100,000 STIP/RIP Augmentation (Napa) – PS&E  
\$1,100,000 STP (Napa) – PS&E  
\$2,600,000 STIP/RIP Augmentation (Napa) – R/W Support  
Total = \$10,300,000

**Recommendation:**

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

1. Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the SR 12 Jameson Canyon Project;
2. Issue a Request for Proposals (RFP) to retain a consultant to prepare Final Design (PS&E) documents and provide Right of Way Acquisition Support Services; and
3. Execute a consultant agreement to provide such services for an amount not to exceed \$ 10,300,000.

Attachments:

- A. Phase 1 Project Fact Sheet
- B. Caltrans Cooperative Agreement Fact Sheet
- C. Draft RFP for SR 12 Jameson Canyon Final Design and Right of Way Acquisition Support Services



# Jameson Canyon Road Widening & Median Barrier



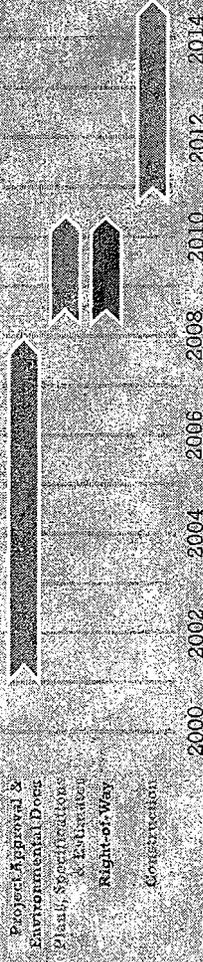
## Project Scope

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

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

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

## Delivery Timeline



## Phase 1 Funding

In thousands

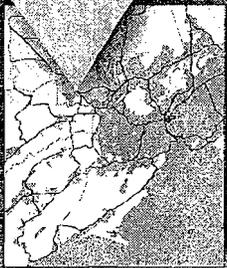
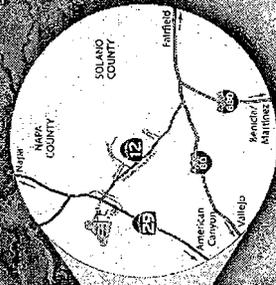
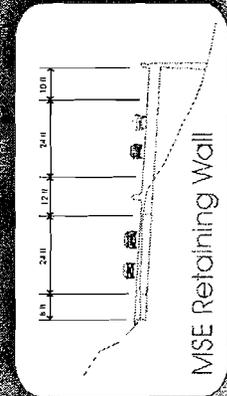
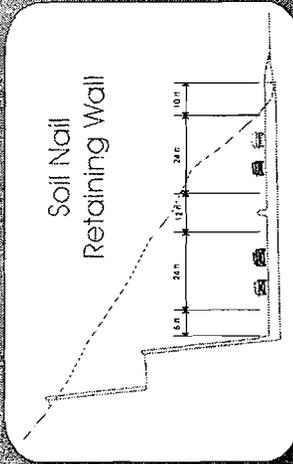
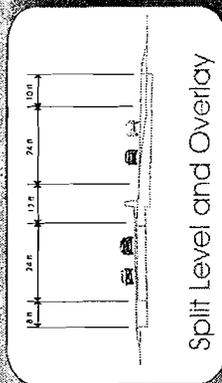
Congestion Management Improvement Account \$73,990

STIP Regional Augmentation \$83,500

STIP Interregional Augmentation \$12,110

Prior Funds \$19,900

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



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# Cooperative Agreement Fact Sheet

## To support a PACT interview

NOTE: This Fact Sheet is not an official document. It is intended as a guide for PDT members to gather information that is needed for a Cooperative Agreement. The PACT interview will ask more detailed questions as necessary.

For definitions, see the PACT Language Library at <http://pd.dot.ca.gov/design/coop/>.

Date prepared: November 4, 2007 Prepared by: Kelly Hirschberg/Eric Cordoba

### Project Information

District Agreement Number: \_\_\_\_\_

District: 4 \_\_\_\_\_ County: Napa and Solano

Route 12 Post Mile(s) Napa PM 0.2 – 3.3 Solano PM 0.0 – 2.6

EA (Expenditure authorization): 264100

Federal Number(s): \_\_\_\_\_

### CALTRANS Information

Project Manager Name Kelly Hirschberg \_\_\_\_\_ Job Title Regional PM \_\_\_\_\_

Street Address 111 Grand Ave. \_\_\_\_\_

City Oakland, CA \_\_\_\_\_ State CA \_\_\_\_\_ ZIP Code 94612

Office Phone (510) 286-4925 \_\_\_\_\_ Mobile Phone (510) 715-9016

Fax optional ( \_\_\_\_\_ ) Email Address [Kelly\\_Hirschberg@dot.ca.gov](mailto:Kelly_Hirschberg@dot.ca.gov).

*Who will sign this Agreement from the District?*

Name Lenka Culik-Caro \_\_\_\_\_ Job Title Deputy District Director \_

*Who is the District Budget Manager (certification of funds)?*

Name Mike Neff \_\_\_\_\_ Job Title: District Budget Manager

**Partner 1**

Official Name Napa County Transportation and Planning Agency

Self-insured?  Yes  No

Contact Name Eliot Hurwitz Job Title Program Manager

Street Address 707 Randolph St. Suite 100

City Napa State CA ZIP Code 94559

Office Phone (707) 256-8782 Mobile Phone ( )

Fax optional ( ) Email Address ehurwitz@nctpa.net

*Billing Information (if different from above)*

Contact Name Job Title

Street Address

City State ZIP Code

Office Phone ( ) Mobile Phone ( )

Fax optional ( ) Email Address

*Signors:*

*Approve this Agreement* Name Title

*Witness or attest* Name Title

*Other:* Name Title

**Partner 2**

Partner's Official Name Solano Transportation Authority

Self-insured?  Yes  No

Contact Name Janet Adams Job Title Director of Projects

Street Address One Harbor Center Suite 130

City Suisun City State CA ZIP Code 94585

Office Phone (707) 424 -6010 Mobile Phone (707) 580-0536

Fax optional ( ) Email Address jadams@STA-SNCI.com

*Billing Contact Information (if different from above)*

Contact Name Job Title

Street Address

City State ZIP Code

Office Phone ( ) Mobile Phone ( )

Fax optional ( ) Email Address

*Signors:*

*Approve this Agreement* Name Title

*Witness or attest* Name Title

*Other:* Name Title

**Agreement Information**

**Project description.** Even if this agreement is only for a part of a phase of work, please describe the PROJECT that it is contributing too.

State Route 12 Jameson Canyon Widening from Kelly Road in Napa to Red Top Road in Solano County. The project proposes to widen SR 12 from two to four lanes including a median barrier.

\_\_\_\_\_  
\_\_\_\_\_

**Deliverables completed or on-going:**

Who completed it or is working on it.

- Project Initiation Document PSR approved 3/01 by STATE \_\_\_\_\_
- Project Report Ongoing work performed by STATE \_\_\_\_\_
- Environmental Document Ongoing work performed by STATE \_\_\_\_\_
- Plans, Specifications and Estimate \_\_\_\_\_
- Right of Way Certification \_\_\_\_\_
- Other (explain below) \_\_\_\_\_

**Previous cooperative agreements for this PROJECT (list the agreement numbers):**

04-2164 (ongoing) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Responsibilities**

SPONSOR(s) – *select one or more*

- Caltrans
- Partner: NCTPA and STA \_\_\_\_\_
- Other: \_\_\_\_\_

IMPLEMENTING AGENCY – *select one or more for each phase*

	Caltrans	Partner	Partner
PA&ED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PS&E	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
R/W	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CONS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**What work is being done in this agreement, and Who is doing it?**

If any of the activities below are shared, check all the appropriate PARTNERS. The PACT interview will capture more details.

	WBS Code	Project Delivery Workplan Standards Activity Description	Who is doing the work?			
			Caltrans	Partner 1	Partner 2	N/A
Environmental (PA&E)	2.160	PERFORM PRELIMINARY ENGINEERING STUDIES AND DRAFT PROJECT REPORT				
	2.165	PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT				
	2.175	CIRCULATE DRAFT ENVIRONMENTAL DOCUMENT AND SELECT PREFERRED PROJECT ALTERNATIVE IDENTIFICATION				
	2.180	PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT				
	2.205	OBTAIN PERMITS, AGREEMENTS, AND ROUTE ADOPTIONS				
Design (PS&E)	3.185	PREPARE BASE MAPS AND PLAN SHEETS			X	
	3.215	STRUCTURES GENERAL PLANS AND PRELIMINARY DESIGN DATA			X	
	3.230	PREPARE DRAFT PS&E			X	
	3.235	MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE			X	
	3.240	DRAFT STRUCTURES PS&E			X	
	3.250	PREPARE FINAL STRUCTURES PS&E PACKAGE			X	
	3.255	CIRCULATE, REVIEW AND PREPARE FINAL DISTRICT PS&E PACKAGE			X	
	3.260	CONTRACT BID DOCUMENTS READY TO LIST			X	
Right of Way	4.195	RIGHT OF WAY PROPERTY MANAGEMENT AND EXCESS LAND	X			
	4.200	UTILITY RELOCATION			X	
	4.220	PERFORM RIGHT OF WAY ENGINEERING			X	
	4.225	OBTAIN RIGHT OF WAY INTERESTS FOR PROJECT RIGHT OF WAY CERTIFICATION			X	
	4.245	POST RIGHT OF WAY CERTIFICATION WORK			X	
	4.300	PERFORM FINAL RIGHT OF WAY ENGINEERING ACTIVITIES			X	
Construction	3.265	AWARDED AND APPROVED CONSTRUCTION CONTRACT				
	5.270	CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION				
	5.285	CONTRACT CHANGE ORDER ADMINISTRATION				
	5.290	RESOLVE CONTRACT CLAIMS				
	5.295	ACCEPT CONTRACT, PREPARE FINAL CONSTRUCTION ESTIMATE AND FINAL REPORT				

**Environmental and Permits**

PA&ED – *select one party per lead responsibility*

	Caltrans	Partner	Other
CEQA Lead	X <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NEPA Lead	X <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Permits required for work under this agreement – *select all that apply*

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> U.S. Army Corps of Engineers | <input type="checkbox"/> Local Agency Concurrence         |
| <input type="checkbox"/> U.S. Forest Service                     | X <input type="checkbox"/> Waste Discharge (NPDES)        |
| <input type="checkbox"/> U.S. Coast Guard                        | X <input type="checkbox"/> U.S. Fish and Wildlife Service |
| <input type="checkbox"/> Dept. of Fish and Game                  | X <input type="checkbox"/> Regional Water Control Board   |
| <input type="checkbox"/> Coastal Zone Development                | <input type="checkbox"/> Updated ECR                      |
| <input type="checkbox"/> Other _____                             |   |

**Funding Partner(s): Who is paying for the work in this agreement?**

*Specify funds and matching funds supplied by partners*

- |                                    |                  |       |
|------------------------------------|------------------|-------|
| <input type="checkbox"/> CALTRANS  | STIP/IIP _____   | _____ |
|                                    | TCRP _____       | _____ |
|                                    | CMIA _____       | _____ |
| <input type="checkbox"/> PARTNER 1 | STIP/RIP _____   | _____ |
|                                    | SAFETEA-LU _____ | _____ |
|                                    | STP _____        | _____ |
| <input type="checkbox"/> PARTNER 2 | STIP/RIP _____   | _____ |
|                                    | _____            | _____ |
|                                    | _____            | _____ |

**What, if any, schedule restraints are there for the work in this agreement?**

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**Additional comments, concerns and commitments**

*What issues or concerns should the PDT address when writing this agreement?*

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December 17, 2007

**RE: Request for Proposal (RFP 2007-XX) – Design Services for Jameson Canyon Project located in Solano and Napa Counties**

Dear Consultant:

The Solano Transportation Authority (STA) invites your firm to submit a proposal for Design Services for the State Route (SR) 12 Jameson Canyon Project. The STA is seeking a design team that has extensive experience in the successful completion of comprehensive design services for major highway transportation projects.

The RFP describing the project, the requirements of the proposal, the services sought, and an outline of the criteria that will be used to evaluate the proposals is available on STA's website at [www.solanolinks.com](http://www.solanolinks.com).

Please deliver eight (8) copies of your proposal to the STA offices no later than 3:00 PM, Friday, January 25, 2008. The STA offices are located at One Harbor Center, Suite 130, Suisun City. Note that this deadline is firm, and late submittals will not be accepted. Interviews are tentatively scheduled for the week of February 11th.

We look forward to receiving a proposal from your firm. If you have any questions regarding this project, please contact Janet Adams, Director of Projects at (707) 424-6010.

Sincerely,

**DARYL K. HALLS**  
Executive Director

**Request for Proposals (Project 2007-XX)  
for  
Design Services  
SR 12 - Jameson Canyon Project  
in  
Solano and Napa Counties**

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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

**Request for Proposals (RFP 2007-XX)  
for  
Design 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 SR 12 - Jameson Canyon Project.

**SECTION 2 — SERVICES TO BE PROVIDED**

The STA intends to retain a qualified and committed professional engineering firm/team to provide comprehensive design engineering and support services required for delivery of the SR 12 - Jameson Canyon Project. The scope of work includes, but may not be limited to, preparation of project plans, specifications and estimates, obtaining approvals and permits, and to provide design support during construction for the proposed project. The successful firm shall demonstrate competency in all fields of expertise required by this project and continuous availability of the qualified personnel proposed to perform the services required. The selected consultant will work closely with STA, as well as NCTPA and Caltrans.

The project is on an accelerated schedule and it is imperative that all deliverables are completed within scheduled timelines. Therefore, the successful proposal shall commit adequate resources to dedicate to this project, and shall include a Schedule and Implementation Plan necessary to meet the timeline.

All project services and deliverables must adhere to current Caltrans requirements on the State system. These requirements include adherence to all applicable State design standards, regulations, policies and procedures at the time of project advertisement. All work must be performed and work products prepared in a format and manner customarily anticipated by the appropriate approving agency.

The consultant will provide the following design services:

## **2.1 Final Design (PS&E)**

Final design shall commence immediately following receipt of a Notice to Proceed from STA, and shall consist generally of the preparation of plans, specifications and estimates in accordance with current Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the project. In addition, the Design Consultant shall be responsible for the preparation, submittal and approval all accompanying documents (i.e. various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, etc.).

The design limits include the widening of SR 12 Jameson Canyon from Kelly Road in Napa County to Red Top Road in Solano County. Design generally consisting of demolition, earthwork, pavement, drainage, retaining walls, utility verification and relocation, electrical systems (lighting, irrigation, and electrical service), signing, pavement delineation, stage construction/traffic control, material/foundation investigations, surveys, right-of-way engineering and mapping, right-of-way acquisition document preparation, lot line adjustment, permit preparation and other design features required to implement the project. Below are the tasks that are anticipated to be performed but the STA reserves the rights to add or eliminate any individual tasks. The consultant should add additional tasks as necessary.

### **2.1.1 Project Management**

- Coordinate with STA project manager and staff on a day-to-day basis.
- Make presentations to Caltrans, STA, and NCTPA .
- Attend monthly project meetings.
- Prepare monthly progress reports and earned value analysis on a quarterly basis
- Prepare agendas and meeting minutes for distribution to project roster as determined by the STA .
- Communicate and coordinate with staff at various participating or affected agencies (e.g. STA staff, NCTPA and Caltrans, other agencies, utility providers and affected property owners).
- Prepare and maintain a current project schedule with MS-Project, including milestones through the construction phase.

#### *Deliverables*

1. Copies of presentations and/or handouts in hard copy and electronic formats.
2. Meeting agendas and records of meetings.
3. Monthly progress reports w/earned value analysis on a quarterly basis
4. Project Schedule in MS-Project format

### **2.1.2 PS&E (65% Submittal)**

#### *Deliverables*

1. 65% Plans including storm drainage, lighting, utility, landscaping and irrigation Plans

2. Tree Survey
3. Geotechnical Report
4. Foundation Report
5. Hydraulics Report
6. Draft Agreements and Permits (Caltrans and utility providers, etc.)
7. SWPPP, if required
8. Draft/Edited Special Provisions in Caltrans format.
9. Draft Construction Cost Estimate
10. Electronic copy of plans, design, reports, draft permits and draft agreements
11. QA/QC documentation
12. Public Information Meeting Documents

### **2.1.3 Draft Final PS&E (95% Submittal)**

#### ***Deliverables***

1. 95% Plans including storm drainage, lighting, utility, landscaping and irrigation Plans, Construction Details, and Erosion Control Plans
2. Draft Agreements and Permits (Caltrans and utility providers, etc.)
3. SWPPP, if required
4. Fully Edited Special Provisions in Caltrans format.
5. Draft Final Construction Cost Estimate
6. Constructability Review
7. Final Agreements and Permits
8. Electronic copy of plans, design, reports, draft permits and draft agreements
9. QA/QC documentation

### **2.1.4 Final PS&E (Final Submittal)**

#### ***Deliverables***

1. Final Contract Plans
2. Final Reports, modified as necessary
3. Final Agreements and Permits
4. Final Special Provisions
5. Final Cost Estimate
6. Resident Engineer's Files and Survey Files
7. Permits, Agreements, Mitigation Reports
8. Project Files
9. Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions.
10. QA/QC Documentation

## 2.1.5 Right of Way Engineering

### *Deliverables*

- Lot Line Adjustment, as necessary
- Right-of-Way Hard Copy, as necessary
- Right-of-Way Appraisal Map, as necessary
- Right-of-Way Legal Descriptions and Deeds Packages, as necessary
- Right of Way Certification
- Project and Right-of-Way Monumentation
- Right-of-Way Record and Monumentation Maps
- Electronic copy of plans and right-of-way plans documents

## 2.1.6 Optional Additional Services – Turn Key Right of Way Acquisition Services

- Turn key right of way acquisition services including right of way Project Management, Appraisals, Acquisition, Relocation Assistance and support services. All services to be conducted in accordance with the Caltrans Right of Way Manual and applicable State and Federal guidelines.

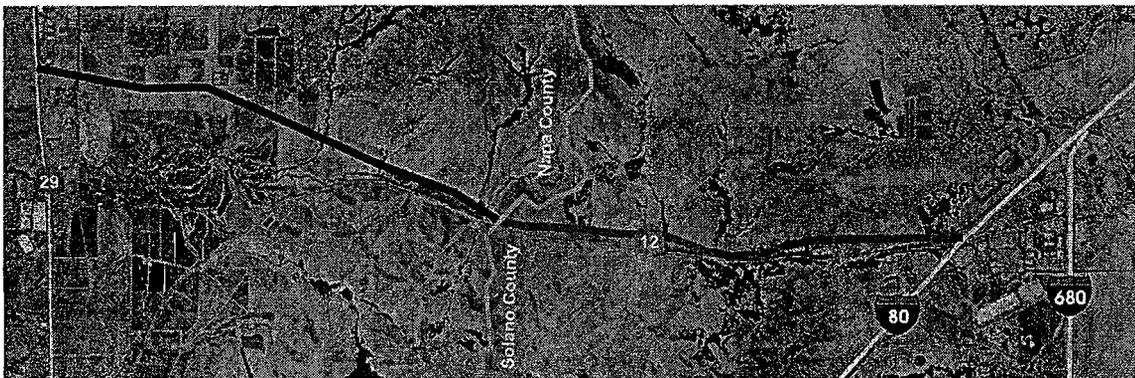
### *Deliverables*

- To be determined along with the scope of any optional additional services.

### 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.

## 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 SR 12 is a regionally significant highway linking Solano and Napa Counties.

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

The 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 conventional highway 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 combines the SR 12 Jameson Canyon project and the SR 12/29 Interchange Improvement into a single study area for a comprehensive environmental evaluation and approval. Currently the final environmental document is being prepared with an expected Negative Declaration for CEQA and FONSI for NEPA.

Final 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. Recently the California Transportation Commission (CTC) awarded this project with \$74 million Proposition 1B Corridor Mobility Improvement Account (CMIA) funds and \$11 million Interregional Transportation Improvement Program (ITIP) funds to fully fund the project.

An electronic copy of the Caltrans Draft Project Report and Environmental Document is available to download at the STA website: [www.solanolinks.com](http://www.solanolinks.com).

#### **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 40 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 count.
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, 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:* Eight (8) 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 all key staff members. The estimated level of hours for other staff, 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 final design services, 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 Project within scope, schedule and budget.

The firms will be invited to an interview during the week of February 11, 2008. The evaluation/interview panel may include representatives from STA, NCTPA, Caltrans 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

**January 25, 2008:**                    **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.*

**Week of February 11<sup>th</sup>:**        Interviews for consultant selection.

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

Janet Adams, P.E.  
Director of Projects, Solano Transportation Authority  
Phone (707) 424-6010  
Fax (707) 424-6074  
[jadams@sta-snci.com](mailto:jadams@sta-snci.com)

Request for Proposals, Project No. 2007-XX  
Design Services

Solano Transportation Authority  
December 17, 2007

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DATE: November 9, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) Project List

**Background:**

The Regional Transportation Plan (RTP) is the long-range blueprint for transportation improvements prepared by the Metropolitan Transportation Commission (MTC) for the nine (9) County Bay Area. The current RTP is called the Transportation 2030 Plan (T2030). The RTP is updated every four (4) years. Projects listed in the RTP must be those that can be reasonably expect to be financed in the 30-year time frame of the RTP. The new T2035 is scheduled for adoption in early 2009.

In January, MTC will issue a Call for Projects to be included in the RTP. It is not known at this time what criteria developed during Phase I of the RTP update (performance targets and investment scenarios – see RTP Update staff report) will be used to help identify the types of projects that will be requested or given priority. STA staff also does not know what will be the Solano County financial target. However, the tentative MTC schedule does not appear to allow enough time for STA staff to review projects with the TAC, Consortium and Board between the time when the initial Call for Projects is issued in January 2008 and when they are due for submittal in February 2008.

**Discussion:**

In preparing T2030, STA staff submitted an initial list of projects to MTC. The Solano County projects are shown in Attachment A, as are the Bay Area Region/Multi-County projects. All projects include costs are shown in 2004 dollars. In order to be ready to submit a final list for the updated RTP, STA plans to update the existing lists. The cities and the County are requested to review the attached project list, and identify the following changes:

1. Projects that have been completed.
2. Projects that are no longer being proposed.
3. Projects that have not been constructed; update project description and cost.
4. New projects. Provide project description, including year of construction and cost. New projects must be consistent with both the agency's general plan/CIP and the STA's Comprehensive Transportation Plan, and should include a letter of submittal from the Public Works Director.

STA staff will send each Public Works Director a follow-up letter immediately after STA Board action on this item. Project updates must be submitted to STA no later than Friday, January 11, 2008.

**Fiscal Impact:**

No direct impact at this time.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to forward the attached RTP project list to the STA member agencies for updating.

**Attachment:**

- A. T2030 RTP Project List

appendix one

# projects by county

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94540	Carquinez Bridge replacement: construct new suspension bridge west of existing bridges (4 westbound lanes, including a high-occupancy-vehicle (HOV) lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	\$479.8	\$479.8		Regional Measure 1 Toll Bridge Program; open to traffic; demolition of original bridge remains
94541	New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes and 1 slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane.	\$1,057.8	\$1,057.8		Regional Measure 1 & 2 Toll Bridge programs
21012	Golden Gate Bridge seismic retrofit (completes Phases 2 and 3)	\$392.0	\$392.0		Phase 2 is under way
22654	Golden Gate Bridge rehabilitation projects	\$99.4		\$99.4	
98102	South Access to the Golden Gate Bridge: Doyle Drive environmental study	\$16.2	\$16.2		2003 Proposition K sales tax project
94089	Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick Street	\$446.7	\$446.7		
21013	Rehabilitation of Bay Area state-owned toll bridges	\$238.0	\$238.0		
21014	Richmond-San Rafael Bridge deck replacement	\$53.4	\$53.4		
21015	Seismic retrofit of Bay Area state-owned toll bridges, including San Francisco-Oakland Bay Bridge east span and west span/approach, and Benicia-Martinez, Carquinez and Richmond-San Rafael bridges	\$8,300.0	\$5,085.0	\$3,215.0	
22038	San Francisco-Oakland Bay Bridge toll plaza HOV bypass lanes	\$4.0	\$4.0		
21017	Small transit operators in Alameda, Contra Costa, Napa, Solano and Sonoma counties — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities other capital assets; does not include system expansion)	\$2,513.8	\$2,497.4	\$16.4	
22636	BART transbay tube earthquake safety (Phase 1)	\$156.0	\$156.0		Regional Measure 2 Toll Bridge Program
22520	BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	\$1,307.0	\$1,307.0	\$0.0	
<b>System Efficiency</b>					
21001	Freeway Traffic Operations (includes Traffic Operations System/ Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)	\$466.2	\$109.5	\$356.7	
21005	TransLink <sup>®</sup>	\$363.8	\$338.1	\$25.7	Initial phase funded in Regional Measure 2 Toll Bridge Program
21006	511/Transit (regional transit information systems) and transportation marketing	\$75.9	\$40.7	\$35.2	Initial phase funded in Regional Measure 2 Toll Bridge Program
21008	511/Traffic	\$142.8	\$121.3	\$21.5	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

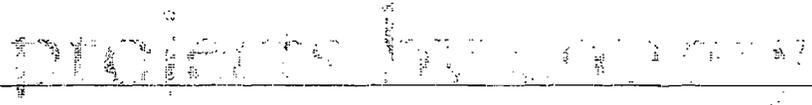
<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
21007	Rideshare Program	\$54.0	\$54.0		
21010	Performance monitoring	\$3.5	\$3.5		
21011	Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) — regional and county programs	\$454.0	\$454.0		
21320	Golden Gate Bridge moveable median barrier	\$23.8	\$23.8		
21627	Caltrain electrification from San Francisco to Gilroy	\$602.0	\$602.0		Resolution 3434 Regional Transit Expansion Program; cost shown is the three-county combined cost
22241	Regional Measure 2 Studies (includes regional rail study, transit connectivity study, Water Transit Authority environmental studies, I-680/Pleasant Hill BART connector study and Caldecott Tunnel transit ridership study)	\$19.0	\$19.0		Regional Measure 2 Toll Bridge Program
22242	Real-Time Transit Grant Program	\$20.0	\$20.0		Regional Measure 2 Toll Bridge Program
22244	City CarShare	\$2.5	\$2.5		Regional Measure 2 Toll Bridge Program
22245	Safe Routes to Transit	\$20.0	\$20.0		Regional Measure 2 Toll Bridge Program
22247	Regional Bicycle and Pedestrian Program	\$200.0	\$200.0		
22421	Clean Air Program	\$255.5	\$255.5		
22423	Lifeline Transportation Program	\$216.0	\$216.0		
22425	Surface Transportation Program (STP) and 10-year support for Transportation Planning and Land Use Solutions (T-PLUS) planning funds for counties	\$95.0	\$95.0		
22674	BART Core Capacity Program — system capacity	\$205.0	\$19.4	\$185.6	
22675	BART Core Capacity Program — station access	\$762.6	\$32.0	\$730.6	Includes funding from Regional Measure 2 Toll Bridge Program
22676	BART Core Capacity Program — station capacity	\$625.1	\$47.4	\$577.7	
22677	BART Core Capacity Program — vehicles	\$848.0		\$848.0	
22090	California Interregional Intermodal Study (CIRIS) — rail freight service between Port of Oakland and Central Valley	TBD		TBD	
<b>Strategic Expansion</b>					
94514	I-880/Route 92 interchange improvements	\$133.8	\$133.8		Regional Measure 1 Toll Bridge Program
21066	California High-Speed Rail with terminal in San Francisco	TBD		TBD	
21618	Dumbarton rail corridor (Phase 1)	\$300.0	\$300.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22719	Dumbarton rail corridor (Phase 2)	\$15.6		\$15.6	

(Continues on next page)

appendix one



**Bay Area Region/Multi-County**

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
21619	Caltrain express tracks (Phase 2)	\$482.0	\$390.0	\$92.0	Resolution 3434 Regional Transit Expansion Program. Grade separation and passing track elements in San Mateo County are fully funded. No increase in service level assumed.
22009	Capitol Corridor: Phase 1 intercity rail service (track capacity/frequency improvements from Oakland to San Jose designed to allow 16 daily round trips between Oakland and Sacramento/San Jose)	\$158.0	\$158.0		Resolution 3434 Regional Transit Expansion Program
22003	Capitol Corridor: Phase 2 enhancements	\$96.0	\$96.0		Resolution 3434 Regional Transit Expansion Program
22006	Downtown Ferry Terminal improvements and spare ferry vessels	\$36.0	\$36.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22243	Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$10.5	\$10.5		Regional Measure 2 Toll Bridge Program
22240	Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements, and rolling stock)	\$9.0	\$9.0		Regional Measure 2 Toll Bridge Program
22005	ACE service expansion to eight trains	\$128.0	\$50.0	\$78.0	Resolution 3434 Regional Transit Expansion Program
22016	Improvements to high-occupancy-vehicle (HOV) network (including HOV lane gap closures and express bus services); convert HOV network to high-occupancy/toll (HOT) network	\$3,000.0		\$3,000.0	
22001	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (environmental, preliminary engineering and right-of-way)	\$62.0	\$62.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22513	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (construction reserve only; full project not included in Financially Constrained Element)	\$277.0	\$63.0	\$214.0	Resolution 3434 Regional Transit Expansion Program; no operating funds identified
21342	Caltrain downtown extension/Transbay Terminal replacement (environmental, preliminary engineering and right-of-way acquisition)	\$274.0	\$274.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22008	Caltrain downtown extension/TransBay Terminal replacement (construction reserve only; full project not included in Financially Constrained Element)	\$1,543.0	\$946.0	\$597.0	Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds and 2003 Proposition K sales tax funds); under construction

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

# appendix one

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94681	Local streets and roads pavement and non-pavement maintenance	\$367.8	\$367.8		
94138	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$43.6	\$43.6		
94139	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall	\$551.2	\$41.0	\$510.2	
94683	Vallejo Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$572.9	\$562.5	\$10.4	
21869	Local bridge maintenance	\$29.3	\$29.3		
22711	Senior/disabled transit capital and operating funds	\$129.2		\$129.2	
<b>System Efficiency</b>					
94153	Non-capacity-increasing safety projects to improve congested intersections, local arterials and highways	\$80.0	\$3.0	\$77.0	
98212	Local bicycle and pedestrian projects	\$56.0	\$22.0	\$34.0	
21823	Route 12 from Sacramento River to I-80 operational and safety improvements as identified in Route 12 Major Investment Study (MIS)	\$42.7	\$42.7		State Highway Operation and Protection Program (SHOPP) project
22623	Widen Nut Tree overcrossing from 2 lanes to 4 lanes (includes left-turn lane and ramp improvements)	\$10.0	\$10.0		
22625	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$14.0	\$14.0		100% locally funded
22630	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	\$9.5	\$9.5		100% locally funded
22631	Route 12 westbound (Red Top Road) truck lane	\$10.2	\$10.2		State Highway Operation and Protection Program (SHOPP) project
<b>Strategic Expansion</b>					
94148	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	\$40.0	\$20.0	\$20.0	Includes funding from Regional Measure 2 Toll Bridge Program and State Transportation Improvement Program (STIP) funds for Benicia Siding Project
94150	I-80/I-680/Route 12 interchange improvements (Phase 1); includes 2-lane connectors between I-80 and I-680 and a fifth lane in each direction on I-80 between I-680 and Route 12.	\$18.6	\$18.6		This is the auxiliary lane project.

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
21807	I-80/I-680/Route 12 interchange improvements (Phase 2); widen I-80 from Route 12 to Air Base Parkway for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	\$139.5	\$139.5		Partially funded with Regional Measure 2 Toll Bridge Program funds
22701	I-80/I-680/Route 12 interchange improvements (Phase 3); including partial relocation/reconstruction of Cordelia truck weigh station, ramp improvements and auxiliary lanes (as identified in I-80/I-680/I-780 Corridor Study)	\$532.5	\$100.0	\$432.5	
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	\$101.1	\$70.4	\$30.7	Segments 1, 3 and 5 are completed
94152	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$51.0	\$51.0		See companion Napa County project #94074 on page 99
94675	Widen Route 37 from Napa River Bridge to Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting and environmental mitigation	\$58.0	\$58.0		
98168	Intercity bus service and transit hubs in Solano County (capital costs)	\$78.0	\$25.0	\$53.0	
21341	Fairfield/Vacaville multimodal rail station for Capitol Corridor intercity rail service in Solano County (Phases 1, 2 and 3)	\$34.0	\$34.0		Includes Regional Measure 2 Toll Bridge Program funds
21348	Install a second span along existing Green Valley Bridge to facilitate 4 lanes of travel each way and an acceleration/deceleration lane in each direction	\$16.8	\$16.8		100% locally funded
21809	Match for improvements to local interchanges and arterials	\$418.0	\$2.0	\$416.0	
22626	Route 29/Route 37 interchange improvements (includes new 4-lane freeway on new alignment between Enterprise Street and Diablo Street)	\$62.0	\$62.0		100% locally funded
22628	Realign Wilson Avenue from Florida Street to Route 37 to accommodate pedestrians and bicyclists (Phase 2)	\$16.5	\$16.5		100% locally funded
22629	New Vallejo Ferry Terminal intermodal facility	\$56.0	\$46.9	\$9.1	Partially funded with Regional Measure 2 Toll Bridge Program funds
22632	American Canyon Road ramp improvements at I-80	\$8.2	\$8.2		100% locally funded
22633	Widen Azuar Drive/Cedar Avenue from 2 lanes to 4 lanes from P Street to Residential Parkway	\$9.0	\$9.0		
22634	Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)	\$9.0	\$9.0		Partially funded with Regional Measure 2 Toll Bridge Program funds
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Red Top Road to Business Center Drive)	\$68.0	\$68.0		Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project
22703	I-80/I-680/I-780 corridor mid- and long-term capacity and operation improvements except transit hubs and park-and-ride lots (as identified in I-80/I-680/I-780 Corridor Study)	\$1,058.1	\$94.4	\$963.7	

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appendix one



**Solano County**

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22794	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	\$12.0	\$12.0		Partially funded with Regional Measure 2 Toll Bridge Program funds
22795	Fairfield Transportation Center improvements (Phase 3 — add 600 parking spaces)	\$14.5	\$14.5		Partially funded with Regional Measure 2 Toll Bridge Program funds
22898	Widen I-80 from 6 lanes to 8 lanes from west of Meridian Road to west of Kidwell Road	\$60.0	\$60.0		
22985	Benicia Intermodal Transportation Station	\$30.0	\$4.3	\$25.7	Partially funded with Regional Measure 2 Toll Bridge Program funds
22985	Widen and improve Broadway from 2 lanes to 4 lanes between Route 37 and Mini Drive	\$4.9	\$4.9		100% locally funded
22708	Route 12 from I-80 to Sacramento Bridge as identified in Route 12 Major Investment Study (MIS)	\$3.3	\$3.3		
21824	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 2) as identified in Route 12 Major Investment Study (MIS)	\$101.7		\$101.7	
22712	Expanded express bus capital and operating funds	\$71.8		\$71.8	
22716	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	\$50.0		\$50.0	
22988	Commuter Rail Service — Sacramento to Oakland (capital and operating funds) with new stations in Fairfield/Vacaville, Dixon and Benicia	\$113.0		\$113.0	

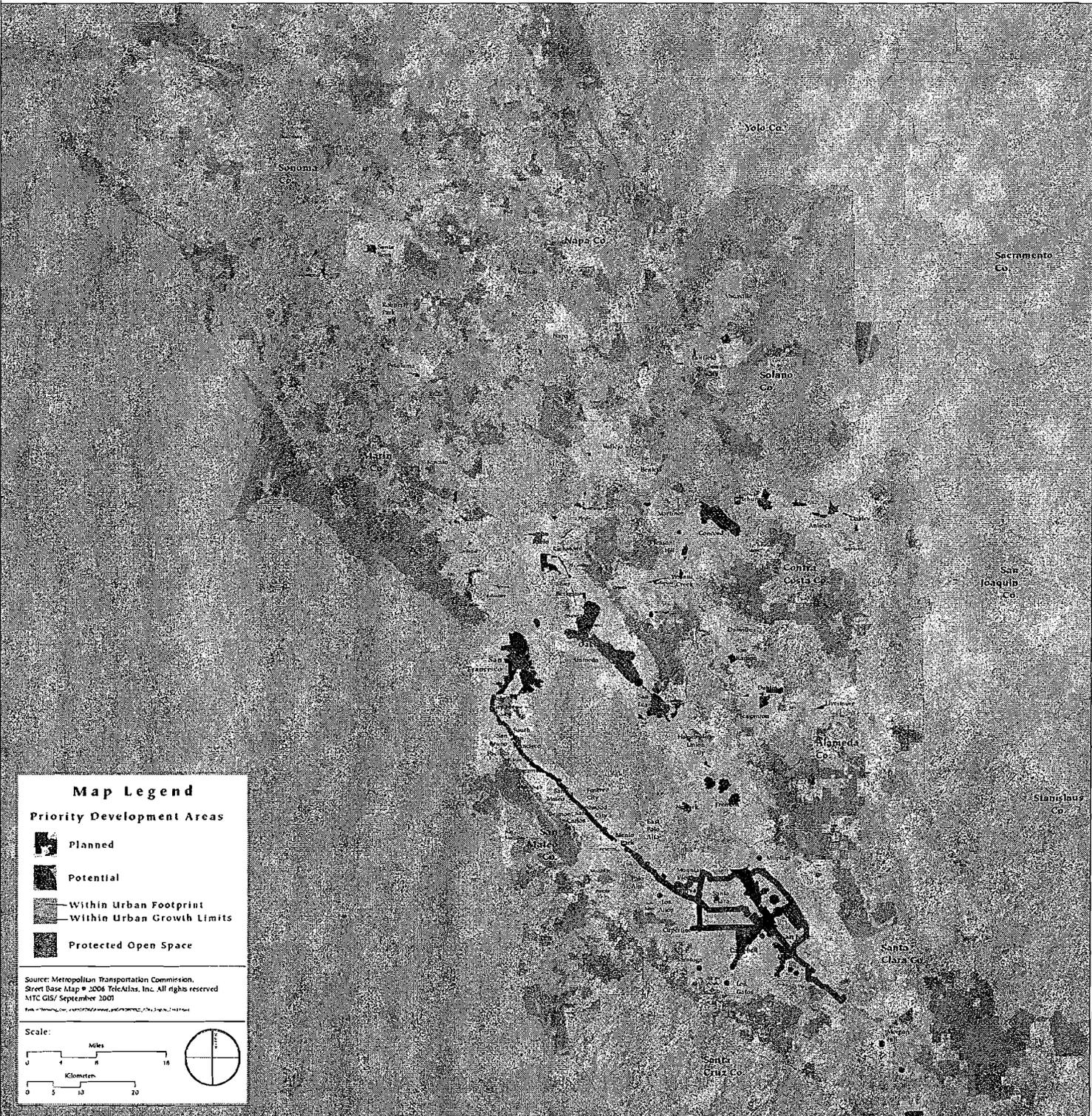
<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

# Focusing Our Vision: Regional Policy Analysis

Association of Bay Area Governments

Metropolitan Transportation Commission

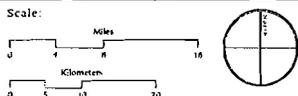


## Map Legend

### Priority Development Areas

-  Planned
-  Potential
-  Within Urban Footprint
-  Within Urban Growth Limits
-  Protected Open Space

Source: Metropolitan Transportation Commission, Street Base Map © 2004 TeleAtlas, Inc. All rights reserved. MITC GIS/ September 2001



**PDA Status: Planned or Potential**





DATE: November 9, 2007  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2008 Legislative Priorities and Platform

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 13, 2006, the STA Board adopted its 2007 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2007. On June 13, 2007, the STA Board amended the legislative platform to include the monitoring of global warming issues.

**Discussion:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA Technical Advisory Committee (TAC) and Transit Consortium review the attached Draft 2008 Legislative Platform and Priorities for comment at the TAC and Consortium meeting in November.

STA staff will forward the Draft 2008 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in December, with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2008 Legislative Platform and Priorities will be placed on the January 2008 STA Board agenda for consideration of adoption.

**Recommendation:**

Forward STA's Draft 2008 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for a 30-day review and comment period.

**Attachments:**

- A. STA's Draft 2008 Legislative Priorities and Platform

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**Solano Transportation Authority**  
**Draft 2008 Legislative Priorities and Platform**

**LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. Travis AFB North Gate Access Improvements/Jepson Parkway Project\*
  - b. State Route 12 Traffic Safety Signage/Education and Highway Improvements (Median Barrier Study)\*
  - c. I-80/I-680/SR 12 Interchange\*
  - d. Vallejo Intermodal Station\*
  - e. Vallejo Ferry Maintenance Facility\*
  - f. Fairfield/Vacaville Intermodal Rail Station\*
  - g. Vacaville Intermodal Station (Phase 1)\*
  - h. Bus Replacement (Alternative Fuel)
4. Monitor 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.
5. Monitor the legislative development of SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming issues and transportation needs.
6. Monitor legislative efforts to merge or modify Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) governing boards and their respective responsibilities.
7. Monitor any new bridge toll proposals, support the implementation of Regional Measure 2 (RM 2) funded projects.
8. Support efforts to dedicate future Public Transportation Account (PTA) spillover funds to transportation.
9. Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).
10. Support cleanup legislation of SB 976 (Torlakson) that addresses the following: 1. Provide local representation on the Bay Area Water Emergency Transportation Authority (WETA), the regional agency that will manage the Vallejo ferry system (Baylink); 2. Provide assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced; and 3. Provide assurances that there will be a local role in the development of the Emergency Water Transportation System Management Plan and the transition plan.

## Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM

11. Support legislative and regulatory efforts to ensure that projects from Solano county cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.

*\* Federal Priority Projects*

### LEGISLATIVE PLATFORM

#### *I. Air Quality*

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
3. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
5. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
7. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

### ***II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)***

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.
4. Support legislation confirming in the California Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
5. Support legislation that increases employers' opportunities to offer commute incentives.

### ***III. Congestion Management***

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

### ***IV. Employee Relations***

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

### ***V. Funding***

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures.
11. Ensure that fees collected for the use of High Occupancy Toll (HOT) lanes are spent to improve operations and mobility for the corridor in which they originate.
12. Support ongoing efforts to protect and enhance federal funding as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.
13. Participate in efforts to reauthorize federal transportation policy and funding, focusing efforts on securing funding for high priority regional transportation projects in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2009.
14. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
17. Monitor the distribution of state transportation demand management funding.
18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
19. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

### **VI. Liability**

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

### **VII. Paratransit**

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

### **VIII. Project Delivery**

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### ***IX Rail***

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed High Speed Rail Bond scheduled for the November 2008 ballot.

### ***X. Ferry***

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3<sup>rd</sup> Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area that includes expanded ferry service to Vallejo, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

### *XI. Safety*

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

### *XII. Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.

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DATE: November 8, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan

**Background:**

The Solano Transportation Authority and Caltrans District 4 are currently coordinating efforts to improve SR 12 Jameson Canyon by widening SR 12 from Red Top Road in Solano County to SR 12/29 intersection in Napa County. The project is funded through a variety of funding sources including Proposition 1B Corridor Mobility Improvement Program (CMIA) funds and State Transportation Improvement Program (STIP). Caltrans prepared the draft environmental document for this project and has just completed the public comment period for the draft environmental document.

The Solano Countywide Bicycle Plan identifies proposed bikeway projects as part of planned network of bike routes that connect to Solano County cities and the unincorporated area. The proposed bikeway projects are conceptual and were intended to be used to develop more specific project descriptions as funding and other development opportunities become available. A primary route identified in the Countywide Bicycle Plan is the I-80/680/SR 12 Interchange Project- Cordelia to Napa bicycle route. The plan calls for a future Class II and Class I bicycle route connecting Solano County in Cordelia at Green Valley and Red Top Road to Napa County at the SR 29/SR 12 Interchange. Attachment A includes the project description from the current Solano Countywide Bicycle Plan.

There are other agencies with bicycle and pedestrian plans located within the SR 12 Jameson Canyon project area in addition to the STA; specifically:

1. Napa County Transportation and Planning Agency
2. Bay Area Ridge Trail
3. City of Fairfield

Not all of the proposed planned bicycle routes are consistent. As more improvements are proposed for the SR 12 Jameson Canyon corridor, it will be beneficial to have a clear, concise, and coordinated plan for bicycle and pedestrian improvements. This will enable agencies involved with constructing improvements to have better clarity and guidance on how to better address bike and pedestrian issues and improvements within the corridor.

**Discussion:**

The Bay Area Ridge Trail currently is accepting applications for plans and construction projects that accelerate the development of the trail and its connections throughout the Bay Area. A total of \$2,000,000 is available on a competitive basis to Federal, State and local government agencies

(see Attachment B). After consulting with staff from the Bay Area Ridge Trail, STA staff was encouraged that a bicycle and pedestrian facilities plan for the SR 12 Jameson Canyon corridor would be a good candidate for funding. STA staff recommends submitting an application for \$50,000 IN Bay Area Ridge Trail funds to obtain a consultant to assist in developing such a plan.

Key components of the proposed SR 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan will include:

- Coordination with NCTPA, local jurisdictions, Caltrans, and the Bay Area Ridge Trail
- Confirmation of and partnership with bicycle and pedestrian facilities stakeholders within the corridor
- Identification of current and planned SR 12 Jameson Canyon roadway, bicycle and pedestrian improvements
- Consensus and identification for priority bicycle and pedestrian projects along the corridor
- Funding and implementation plan.

The Ridge Trail segment will be one of the focused pedestrian connections studied as part of the plan. Applications for the Bay Area Ridge Trail Grants will be accepted after November 30, 2007 and will continue to be accepted until the funds are expended.

**Fiscal Impact:**

If approved, the Bay Ridge Trail would provide \$50,000 to complete the study. As part of the local match, STA staff will provide in-kind services to administer the project. No impact to the STA general fund.

**Recommendation:**

Forward a recommendation to the STA Board to approve a resolution authorizing the submission of the Bay Area Ridge Trail grant application for the Bicycle and Pedestrian Facilities Plan for the SR 12 Jameson Canyon corridor.

Attachments:

- A. I-80/680/SR Interchange Project- Cordelia to Napa County Bicycle Route Description
- B. Bay Area Ridge Trail Grant Notification Letter



BAY AREA  
RIDGE TRAIL  
COUNCIL

RECEIVED

NOV - 2 2007

SOLANO TRANSPORTATION  
AUTHORITY

November 1, 2007

Dear Trail Partner—

The Bay Area Ridge Trail Council is pleased to announce that **\$2,000,000** is now available through our partnership with the State Coastal Conservancy for grants to plan, acquire easements, and construct new segments of the 550-mile Bay Area Ridge Trail. This is an excellent opportunity to advance the Ridge Trail in your area.

Projects will be evaluated according to the ability to speed construction of new miles of Ridge Trail, including closing strategic gaps, and the level of partnership, matching and in-kind contributions, and demonstrated readiness.

Proposition 84 is the primary funding source; however, limited Proposition 40 funding is available for projects with a very short time horizon. All projects must be completed by 2012 at the latest.

Additional information and details regarding eligibility, deadlines, and other requirements (including an application form and alignment map) are provided on our website at [www.ridgetrail.org](http://www.ridgetrail.org). Applicants are encouraged to submit all materials by **November 30, 2007** (though subsequent requests may be considered until funds are disbursed).

If you have any questions or would like to discuss a possible project, please contact the staff lead in your area:

**Dee Swanhuysen, North Bay** (Marin, Napa, Solano and Sonoma), 707-823-3236, or [nbay@ridgetrail.org](mailto:nbay@ridgetrail.org)

**Bern Smith, East and South Bay** (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara), 415-561-2595, or [sbay@ridgetrail.org](mailto:sbay@ridgetrail.org)

We look forward to hearing from you.

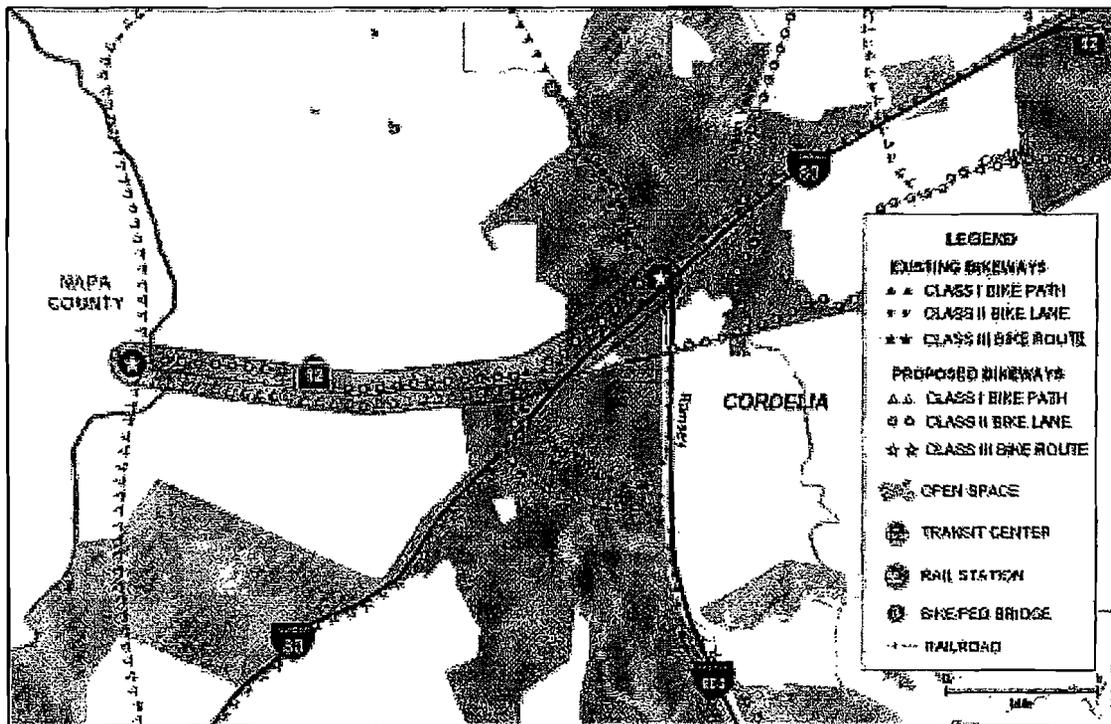
*Janet McBride*

Janet McBride  
Executive Director

PROPOSED SYSTEM

<b>Project #5:</b>	<b>I-80 / 680 / SR 12 INTERCHANGE PROJECT - CORDELIA TO NAPA COUNTY</b>				
<b>Responsibility:</b>	Solano County				
<b>Class: I or III</b>	<b>Length: 3 miles</b>	<b>Approx. Cost: \$ 225,000 LOW - 1 MILLION HIGH</b>			
<b>Required Actions/Studies</b>	CEQA clearance, encroachment permits and/or right-of-way and property acquisitions, trail and crossing design				
<b>Route Segments</b>	<b>From</b>	<b>To</b>	<b>Class</b>	<b>Length</b>	<b>Cost</b>
Alternative A: Class I path	Red Top Road	Napa County Line	I	3	\$1,050,000
Alternative B: Class II Route	Red Top Road	Napa County Line	III	3	\$225,000
				A	\$225,000
				B	\$1,050,000

The Cordelia to Napa project is a primary route that will provide access for bicycles in and around the I-80/I-680/SR 12 interchange and will enhance a western route from Solano to Napa County. Beginning at Green Valley Road, the project follows an existing Class I along I-80 to westbound SR 12. From the SR 12/Red Top Rd intersection, it would either continue as new shoulders along SR 12 into Napa County or continue as a Class I path along the California Northern Railway and/or utility right-of-way into Napa County.





DATE: November 13, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: North Connector California Environmental Quality Act (CEQA)  
Environmental Impact Report (EIR) Environmental Document

**Background:**

STA staff has been working with project consultants, Caltrans and 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 North Connector Project.

STA is the Lead Agency for CEQA compliance for the North Connector Project. The STA is also the project sponsor and in conjunction with Solano County and the City of Fairfield, will be providing funding for the construction of the North Connector Project.

**Discussion:**

The STA prepared an Environmental Impact Report (EIR), which was made available for agency and public review in September 2007. The public and agency comment period ended on October 26, 2007. Twelve (12) comments were received, which are attached. (Attachment A). In summary the comments focus on; the project description scope/objectives/goals, agricultural resources and land use (easements, Williamson Act Contracts, replacement ratios, remnant parcels, access), consistency with plans/policies, truck scales, biological resources, air quality, traffic and transportation, hazardous materials, hydrology and water quality, population and housing, recreation (Linear Park), alternatives analysis and cumulative/growth inducement.

**Fiscal Impact:**

The North Connector Project is being funded with Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), and funding from Solano County and the City of Fairfield.

**Recommendation:**

Informational.

**Attachment:**

- A. Comment Letters for North Connector Project  
*(Copies have been provided to the TAC Members – Copies are available upon request by contacting the STA at (707) 424-6075.)*

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DATE: November 7, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan Update and Bay Area  
FOCUS Project

**Background:**

Bay Area FOCUS is a joint project sponsored by Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD), working together as the Joint Policy Committee (JPC). FOCUS is an outgrowth of the Smart Growth Strategy/Regional Livability Footprint report, issued in October 2002. FOCUS is an attempt to concentrate on land use issues that impact transportation, other regional development and livability issues, and to identify Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the nine (9) Bay Area counties. Participation in the FOCUS process is entirely voluntary.

The RTP is the long-range blueprint for transportation improvements prepared by the MTC for the nine (9) County Bay Area. The current RTP is called the Transportation 2030 Plan (T2030). The RTP must be updated every four (4) years. T2030's priorities are 1.) adequate maintenance, 2.) system efficiency, and 3.) strategic expansion. The RTP is required to be "financially constrained." Projects listed in the RTP must be those that can be reasonably expected to be financed in the 30-year time frame of the RTP. The RTP must also undergo environmental analysis and air quality conformity analysis. The new T2035 is scheduled for adoption in early 2009.

MTC and the JPC have worked to make the RTP and FOCUS processes parallel and interrelated. One of the factors used to evaluate the ability of the Bay Area to reach congestion management and air quality goals was the concentration of new housing development near public transit, as proposed by FOCUS.

**Discussion:**

During the spring and summer of 2007, 50 Bay Area communities submitted over 100 PDA applications. Local applications were submitted by Fairfield (Fairfield/Vacaville Train Station, North Texas Street, West Texas Street Gateway/Fairfield Transit Center, and Downtown South/Jefferson Ave/Union Ave) and Vallejo (Waterfront and Downtown). The Bay Area and Solano County PDA applications are shown in Attachment A.

The PDAs are projected to be able to accommodate approximately 50% of the regional housing growth anticipated through 2035. The expected cost for these projects (including all public infrastructure and affordable housing subsidies, but excluding construction) exceeds \$26 billion.

No source of funding for PDA incentives has been identified. MTC staff has suggested possible options include seeking Proposition 1C funds (\$285 million over 3 years), although these are being administered by the state Department of Housing and Community Development; redirection of Housing Incentive Program and/or Transportation for Livable Communities funds; and, redirection of transportation and capital construction and maintenance funds directed by MTC through the RTP process.

PCAs are on a slower track than PDAs because of the requirement to determine community consensus on the applications. The JPC has not publically released a copy of the PCA application map.

MTC has spent the summer identifying RTP goals, performance targets and preparing and analyzing a series of transportation investment scenarios. Attachment B are the MTC four broad themes to be used in preparing MTC's analysis. Also included in Attachment B are STA staff five additional themes that are recommended to be included as part of the RTP.

The RTP investment scenarios were focused on:

- 1) Improved freeway performance through active traffic management, ramp metering and arterial traffic coordination;
- 2) High Occupancy Vehicle/High Occupancy Toll lanes throughout the Bay Area and Bus Rapid Transit improvements, and
- 3) Rail and ferry investments. MTC also analyzed the impacts of improving the auto fleet fuel efficiency as a way of reducing tailpipe emissions (especially CO<sub>2</sub> and PM<sub>2.5</sub>), increasing the cost of operating an auto in order to discourage auto use and to provide funds for transportation/transit investment, and concentrating new housing near public transit.

MTC and ABAG held a joint summit on October 26<sup>th</sup> to unveil the analysis of the RTP investment scenarios. This ended Phase I of the RTP update. MTC's conclusions, as presented at the October 26<sup>th</sup> summit, are:

- Infrastructure improvements alone do not achieve the targets (especially reductions in air pollutant emissions); but improving freeway performance through active management does have a significant impact.
- Increasing operating costs has a more significant impact than active traffic management.
- Concentrating housing near public transit helps reach targets over the long term.
- Technology changes will help reach targets, but will not do so on their own.
- Behavior changes in the Bay Area populace are also needed.

MTC staff is now hosting regional meetings to further discuss the results of the analysis. In January, MTC will issue a Call for Projects to be included in the RTP. It is not known at this time what criteria developed during the previous analysis will be used to help identify the types of projects that will be requested or given priority. However, STA has reviewed the previous RTP project submittals, and is preparing for the 2008 submittal process (see separate staff report).

MTC will consider a variety of projects for the RTP, not just those submitted by Congestion Management Agencies such as STA. For example, one of the Bay Area bicycle and pedestrian coalitions has submitted a propose \$1.2 billion bike/ped investment program, up from \$200 million in the current RTP.

MTC is also developing revenue estimates for the timeframe of the RTP. This will allow development of the 'financially constrained' project list, where anticipated project costs (adjusted for projected year-of-construction inflation) can be compared to anticipated revenues; the cost of proposed projects cannot exceed anticipated revenues.

When the fiscally-constrained Draft RTP is completed, it will undergo environmental and air quality analysis. This is expected to take place in the summer and fall of 2008. Release of the Final RTP and related environmental analysis will complete Phase II of the update, and allow the MTC to take final action in early 2009.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachments:**

- A. Focus Description
- B. The Bay Area and Solano County PDA Application Map
- C. Focusing Our Vision and STA staff added themes
- D. October 26, 2007 MTC/ABAG Presentation
- E. MTC Post Summit Discussions

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# FOCUS

## FOCUSING OUR VISION

### A Development and Conservation Strategy for the San Francisco Bay Area

Four Bay Area regional agencies have joined forces in a Joint Policy Committee to encourage focused growth through a voluntary, incentive-based program, fittingly referred to as FOCUS. The program provides an opportunity for local governments and the regional agencies — Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), San Francisco Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC) — to work together to create complete, livable communities. These communities will, in turn, help achieve a more efficient, equitable and environmentally sustainable region.



PCAs and PDAs are inextricably linked. For the region's vibrant economy to prosper, and to conserve more open space, future housing demand must be accommodated within the Bay Area's developed districts. Otherwise, inevitable growth will continue to eat up farmland and natural habitats and will continue to spill out into the Central Valley and other surrounding regions. This will further strain the region's transportation system, make it more difficult to conserve energy and water resources, and thwart efforts to reduce the carbon emissions that contribute to climate change.

In response to a regional-agency invitation, over 50 local-government entities stepped forward and proposed well over 100 Priority Development Areas (shown on map inside and listed on the back page). Together, these areas comprise about 115,000 acres of urban and suburban land, less than 5 percent of the Bay Area's total land area. The proposed PDAs could accommodate half of the Bay Area's projected housing growth to the year 2035, mostly at relatively moderate densities.

To achieve these housing objectives in a way that works for both new and existing residents and ensures complete, livable communities, PDAs will require help and resources. The regional agencies are working to develop a program of technical assistance, planning grants and capital funding for local governments undertaking PDA development. The regional transportation plan being developed now for adoption in 2009 is one opportunity to identify supportive funds. Other opportunities will be pursued in partnership with the State of California and a variety of funding sources. The Joint Policy Committee and ABAG Regional Planning Committee have reviewed the proposed PDAs and recommended that the ABAG Executive Board adopt the PDAs at the board's November meeting. The areas will soon be eligible to compete for financial incentives. Additional communities may apply for PDA status next year.



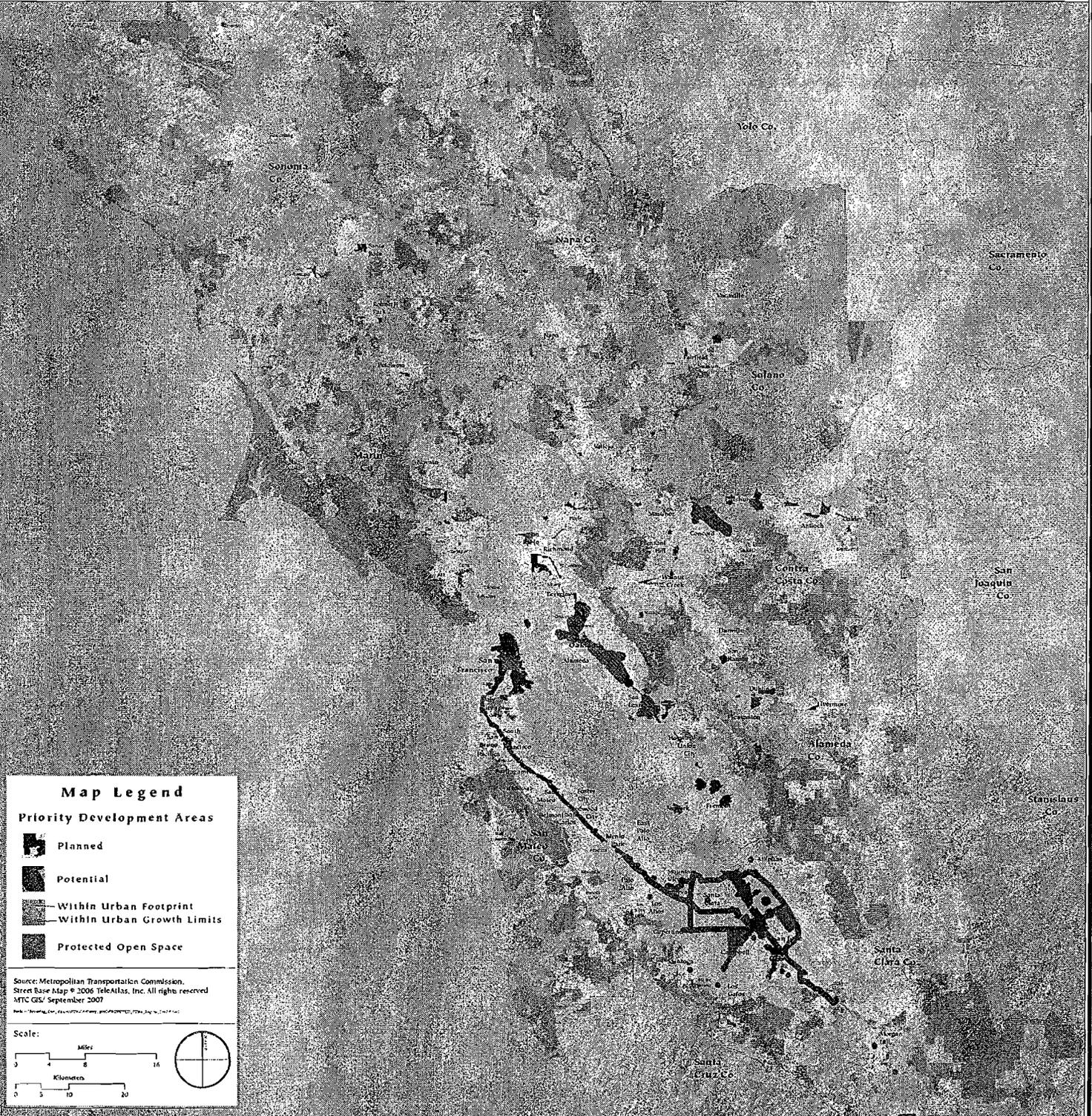
The PCA process is also moving forward at this time, with adoption scheduled for mid-winter 2008. The regional agencies are working with state agencies and other conservation funding entities to provide funding for the protection of key natural and scenic lands and farmland in the Bay Area through purchase or conservation easements with willing landowners.



# Focusing Our Vision: Regional Policy Analysis

Association of Bay Area Governments

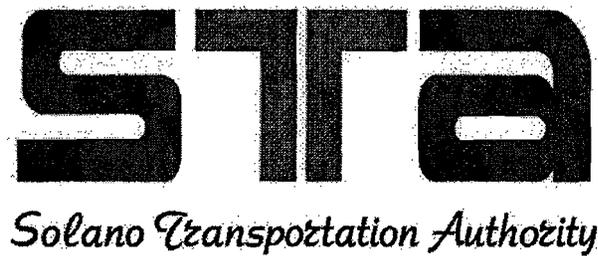
Metropolitan Transportation Commission



**PDA Status: Planned or Potential**

Graphic September 20, 2007



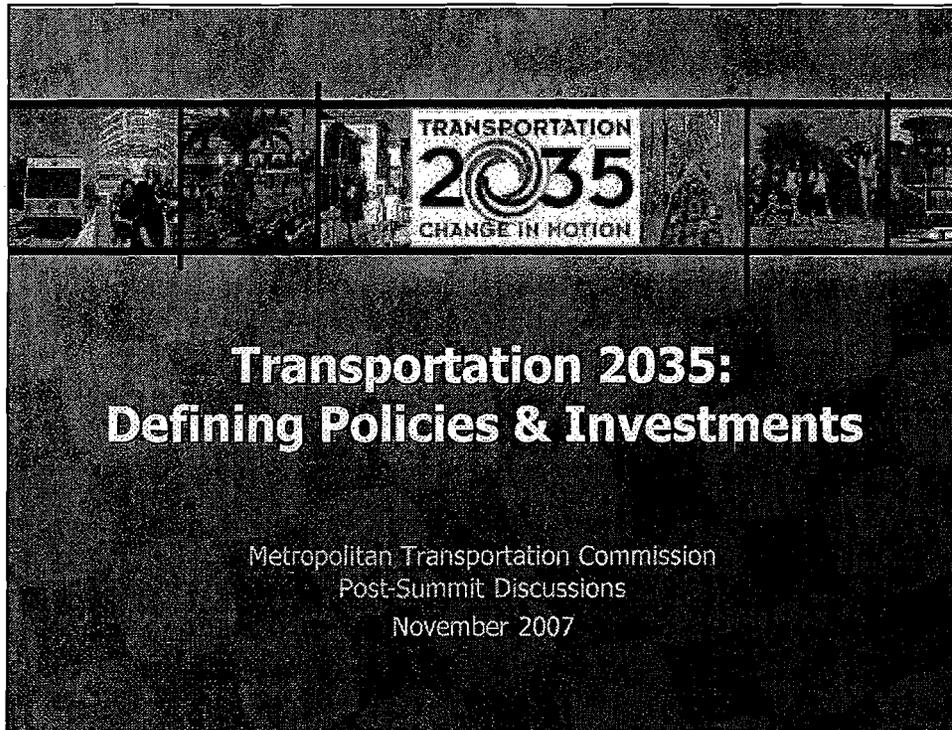


MTC/ABAG focused on **four themes** at the October 26 summit. These themes will be carried forward into the new Regional Transportation Plan – T2035. After each theme are some of the ideas already discussed in relation to that theme.

1. **Linking Transportation and Land Use (Bay Area FOCUS)**
  - a. Higher Density
  - b. Adjacent to Public Transit
  - c. Mix of Residential, Employment, Shopping, School and Recreational
2. **Defining a regional role in Climate Change**
  - a. How can the Transportation share of Carbon Dioxide emissions be reduced
3. **Transportation Network Pricing**
  - a. Paying to drive a single occupant vehicle into a congested area
4. **Transportation Equity**
  - a. Making sure the poor have access to transportation and jobs

While STA staff think these are important, there are some **additional themes** that also need to be addressed.

1. **Corridor Mobility and Safety (I-80 & SR 12)**
  - a. Many of our residents need to get around without using public transit
  - b. Existing roadways are crowded
  - c. Some roads need significant funding to be made safe
2. **Senior and Disabled Transportation**
  - a. Public transit for elderly and disabled citizens needs to be adequately funded
3. **Mobility and Safety for our Children (Safe Routes to Schools)**
  - a. Children get to school more safely, and get exercise at the same time
4. **Preserve the System (maintenance of local streets and roads and transit capital replacement)**
  - a. It's cheaper to maintain what you have than to rebuild it once it wears out
5. **Local flexibility and recognition that each County has distinctive and somewhat different transportation needs**
  - a. Local agencies have the best view of local needs
  - b. Regional agencies can plan and build the major systems that connect communities



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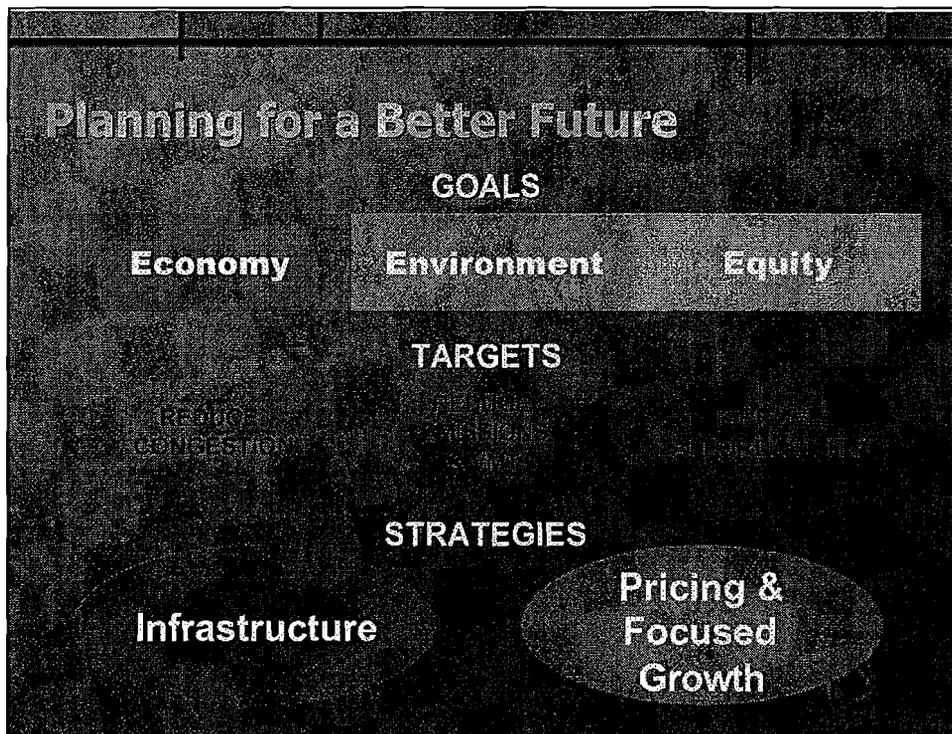
## Agenda

1. **Transportation 2035 Overview**
2. **Target Analysis Results**
3. **Policy Questions & Group Discussion**
  - a. What did we learn?
  - b. Should we adopt targets?
  - c. How do we turn targets into investment policies?



•MTC’s Planning Committee provisionally approved the Three E principles (economy, environment, and equity) and the accompanying eight goals for the Transportation 2035 Plan in July 2007.

•Six of the eight goals are carried forward from the Transportation 2030 Plan. MTC added two new goals – security and climate protection – to respond to new federal planning regulations and growing public consciousness about climate protection.

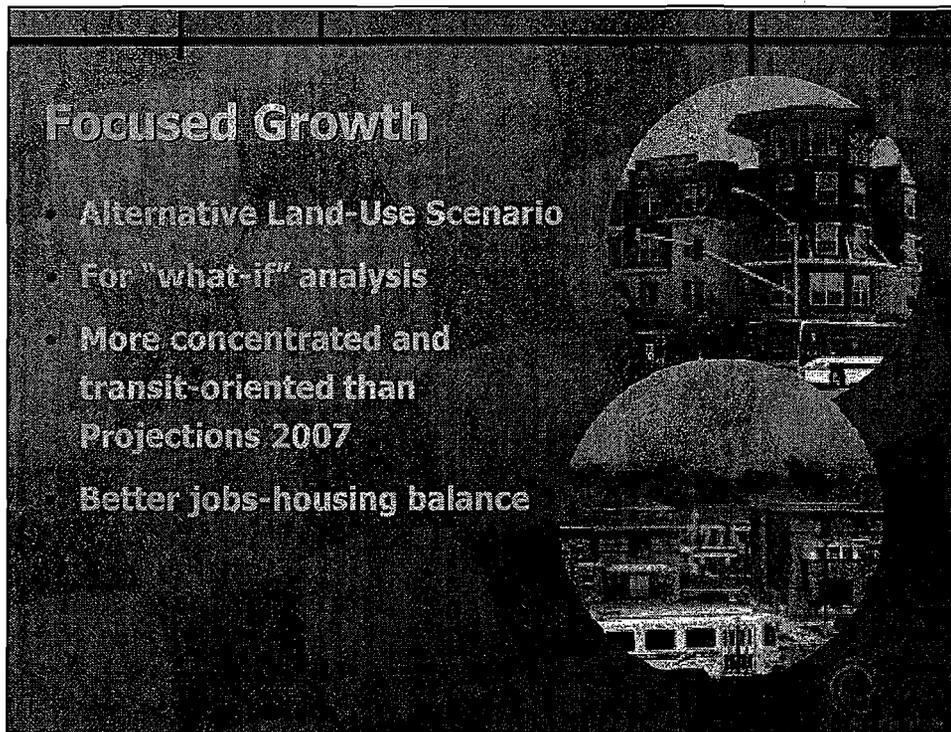


- The approach for developing the Transportation 2035 Plan is to begin with defining a vision as to what the region’s future ought to look like, and then draft the policies and investment strategies to implement that vision.

- To help us define the vision, MTC conducted a target analysis wherein we first identified four ambitious targets. The targets of congestion, vehicle miles traveled, emissions, and affordability are largely driven from current state plans or legislation.

- We then analyzed how infrastructure investments could help us reach the targets. The three infrastructure packages evaluated are Freeway Operations, High-Occupancy Toll (HOT) network complemented by bus transit, and Regional Rail and Ferry investments.

- We also layered on policies such as more focused growth (which is much more aggressive than ABAG’s adopted Projections 2007 series) and aggressive transportation pricing to see how much closer we could get to the targets.

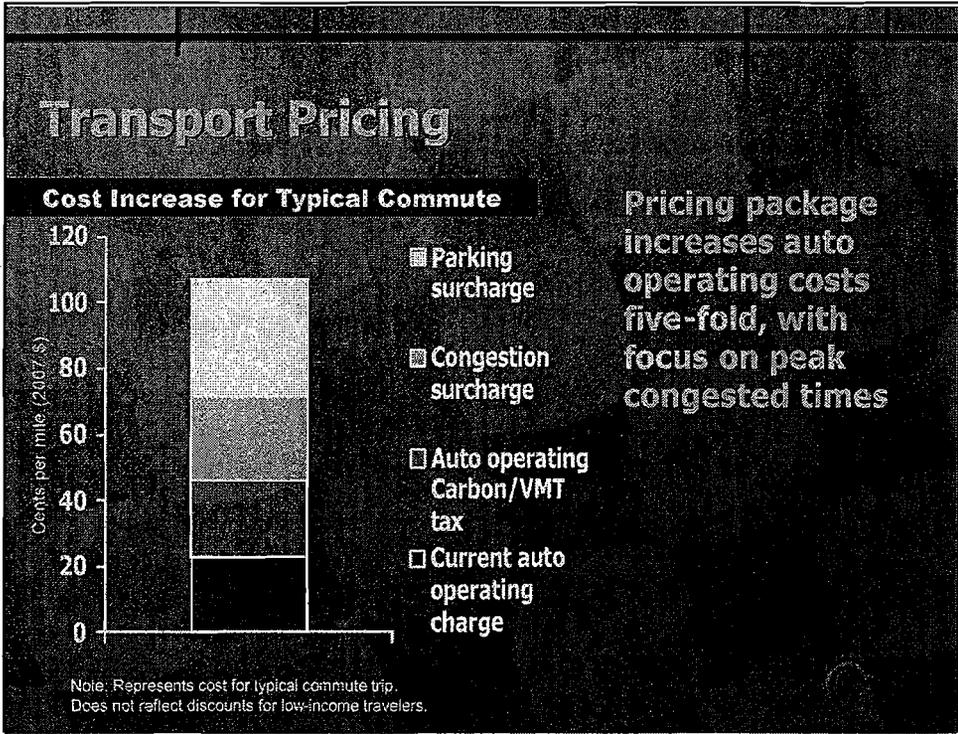


•The FOCUS program through which we are pursuing focused growth is voluntary and incentive based. On the basis of potential incentives and more importantly on the basis of wanting to do the right thing, over fifty local jurisdictions have applied to create well over one-hundred priority development areas (PDAs) in their communities. Together these PDAs are planned to accommodate nearly half of the region's housing growth in compact forms near transit.

•As part of the target analysis, we assessed how more aggressive land use and pricing strategies could help us reach the targets.

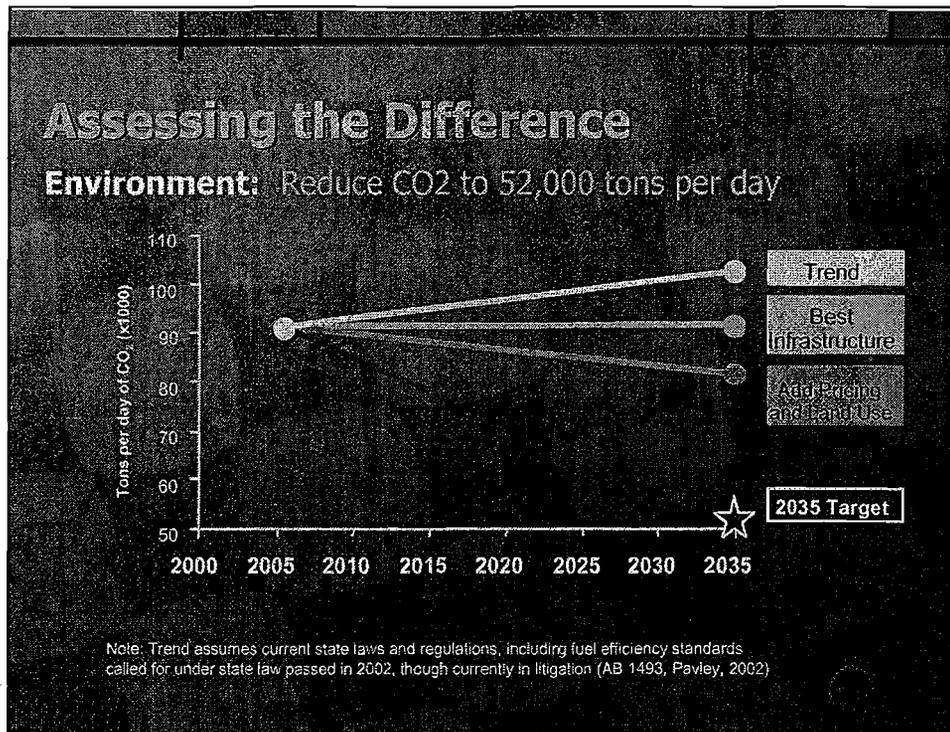
•For our aggressive focused growth scenario, we located more housing growth near transit corridors and stations than in the ABAG adopted Projections 2007, or those projected to be accommodated by PDAs, and we assumed a much better jobs-housing balance.

•Embedded in this scenario are housing policies such as inclusionary zoning that help to make housing affordable in transit-oriented communities.



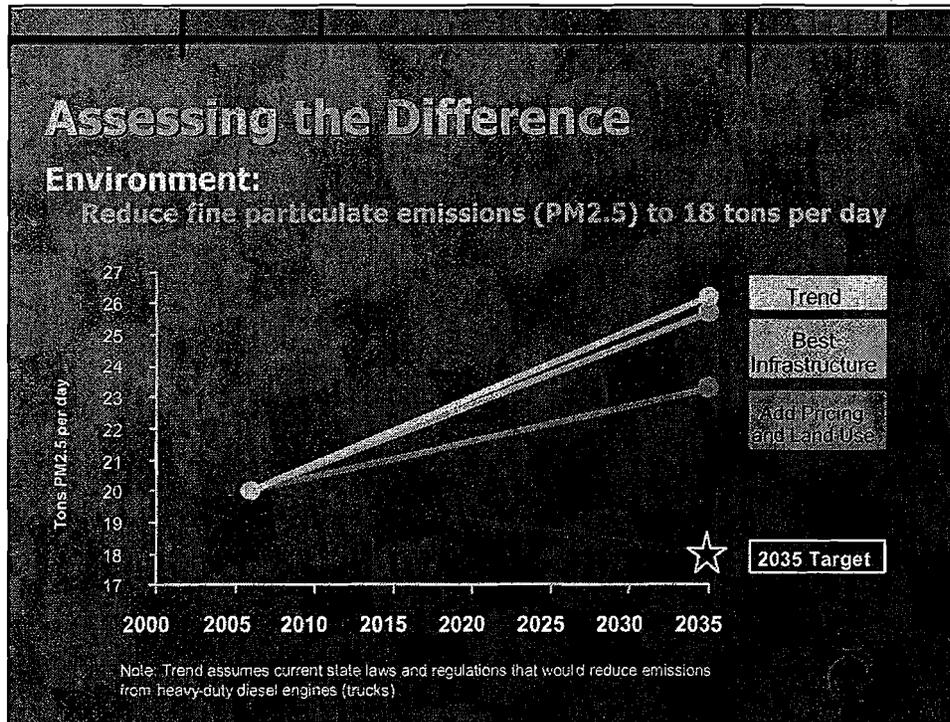
- For the aggressive pricing scenario, we tested the effects of increasing the cost of driving on travel behavior. The pricing strategies included a carbon or vehicle miles traveled (VMT) tax that would double auto operating costs, congestion surcharge of 25 cents per mile to drive on congested freeways, and a \$1 parking surcharge for all trips.

- This aggressive pricing scenario increases auto operating costs five-fold, with a focus on peak congested times.



- Target: Reduce carbon dioxide (CO<sub>2</sub>) to 52,000 tons per day (40% below 1990 level)

- Under current trend, CO<sub>2</sub> emissions will increase from 90,000 tons per day in 2006 to 101,000 tons/day in 2035. The three infrastructure packages are about equally effective, With the best infrastructure package, we reduce 2035 emissions to 92,000 tons/day, just a small dent. If we combine the aggressive focused growth and pricing with infrastructure, we reduce 2035 emissions to 82,000 tons/day, about 1/3 of the needed reduction.



- Target: reduce finer particulate matter (PM2.5) to 18 tons per day (10% below today)

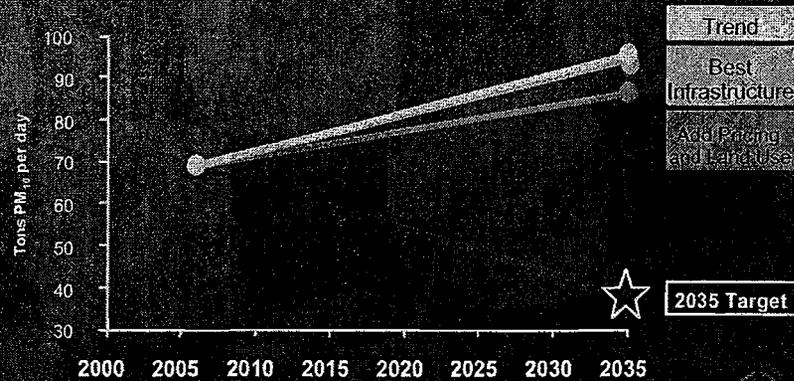
- Examples of PM2.5 emissions include exhaust, brake wear, and tire wear.

- Under the current trend, we see an increase from 20 tons per day in 2006 to 26 tons/day in 2035. With infrastructure, we reduce 2035 emissions to by about ½ ton /day. When we add in the aggressive focused growth and pricing, PM2.5 is reduced to 23 tons/day, about 1/3 of the needed reduction

## Assessing the Difference

### Environment:

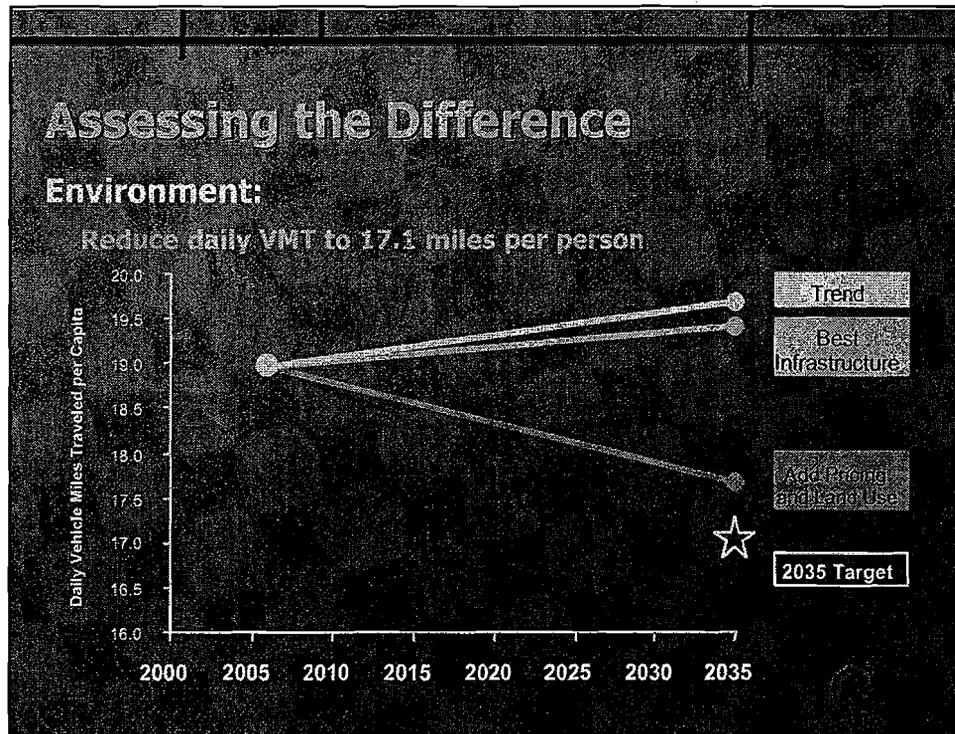
Reduce coarse particulate emissions (PM<sub>10</sub>) to 38 tons per day



- Target: reduce coarser particulate matter (PM10) to 38 tons per day (45% below today)

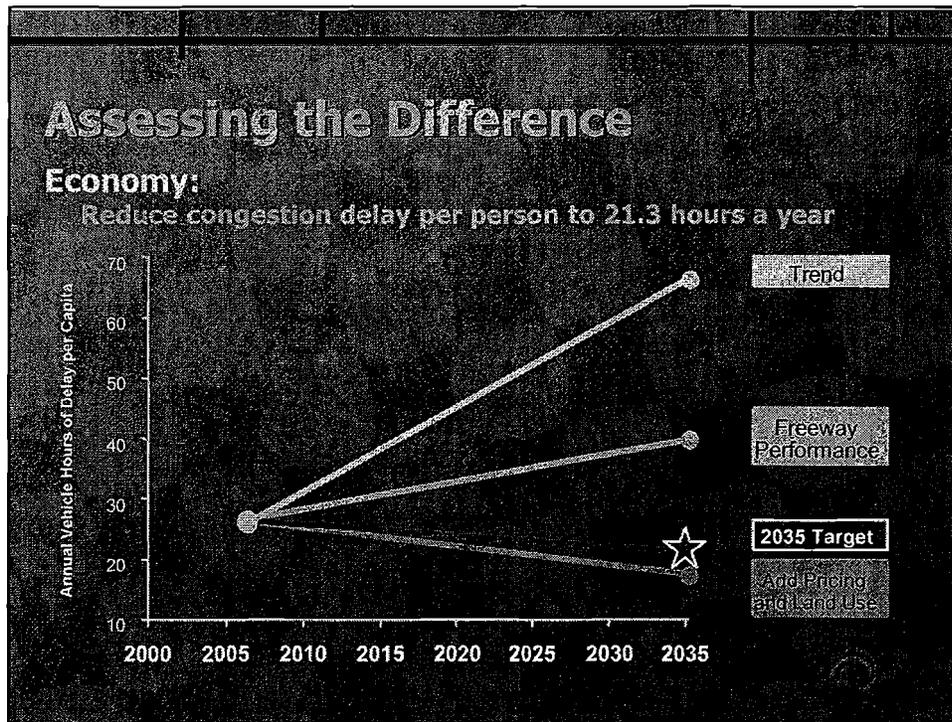
- Example of PM10: Road dust

- Under the current trend, the daily PM10 emissions will increase from 69 tons per day in 2006 to 95 tons/day in 2035. With infrastructure, we are able to reduce 2035 emissions to about 1.5 tons/day. When the aggressive focused growth and pricing are added, the 2035 PM10 emissions are reduced to 86 tons/day, about 1/5 of the needed reduction.



- Target: Reduce VMT to 17.1 miles per person per day (10% below today)

- Under current trend, we see an increase from 19 miles per person per day in 2006 to 19.7 in 2035. (This reflects growth in population from 7 million to 9 million between 2006 and 2035). With infrastructure, 2035 VMT is reduced to 19.4 miles per person per day. When we add in the aggressive focused growth and pricing, we see a reduction of 17.7 miles per person per day, about 4/5 of the needed reduction.

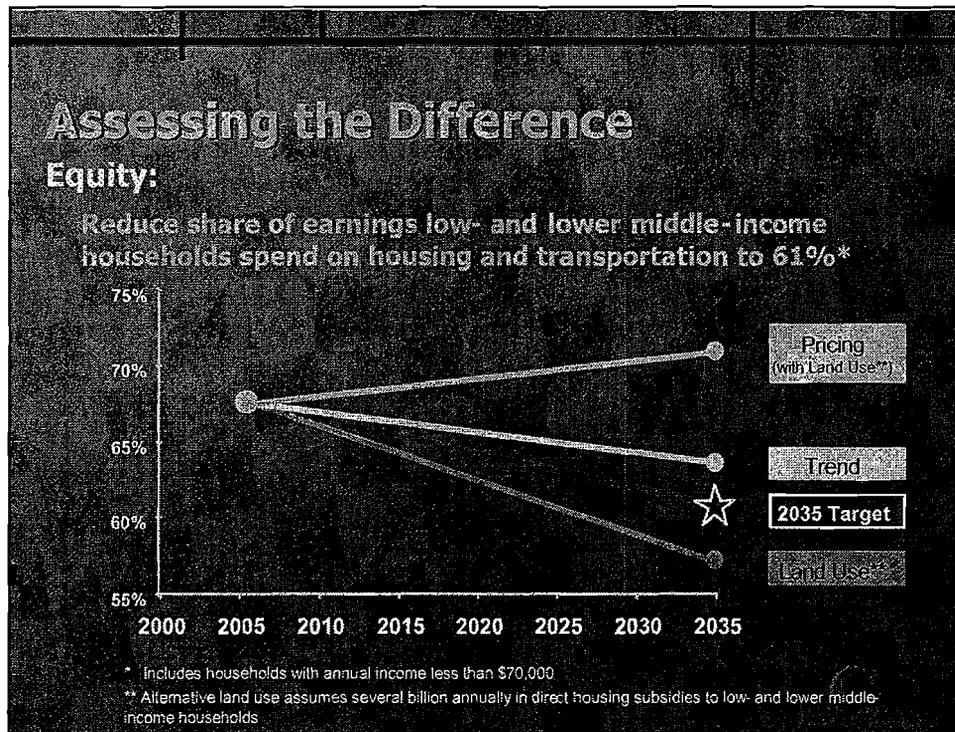


- Target: Reduce delay to 21.3 vehicle hours per person per year (20% below today)

- Under the current trend, we see an increase from 26.7 vehicle hours of delay per person per year in 2006 to 66.2 in 2035. (This reflects growth in population from 7 million to 9 million between 2006 and 2035).

- With infrastructure, one investment strategy stands out when it comes to reducing delay – Freeway Operations. Improving freeway operations through ramp metering and traffic operations systems could reduce annual delay per person to 39.7 hours in 2035, about ½ the needed reductions needed to achieve the target.

- When we add the aggressive focused growth and pricing, we see a reduction of 2035 delay below the target - to 17.7 hours per person per year.



- Bay Area residents in the low and lower-moderate income brackets spend much more on the combined transportation and housing costs than others around the nation. The good news here is that transportation costs in our region are projected to be lower over the next 25 years as focused growth policies are implemented regionwide.

- As part of the land use sensitivity analysis, housing becomes more affordable by creating mixed-income neighborhoods compared to the current trend, as well as assuming there will be housing subsidies available to low and lower-moderate income households to the tune of several billion per year.

- However, if we apply aggressive pricing, which is effective for all our other targets, we wipe away the affordability gains – even despite the savings from the aggressive focused growth.

- While pricing policies would likely not result in costs this high, it's clear that some level of pricing may need to fund subsidies or travel alternatives for lower income drivers.

## What Did We Learn?

### SUMMARY:

- Infrastructure alone does not help us reach our targets, however, Freeway Operations is effective for congestion relief
- Pricing has much bigger effect – first step is with HOT network and SF Doyle Drive/cordon pricing
- Focused growth helps us reach targets in longer-term – first step is with FOCUS Priority Development Areas (PDAs)
- Technology advances are needed
- Behavioral changes are needed

The five key lessons learned from the target analysis are:

1. Infrastructure alone does not help us reach our targets, however, Freeway Operations is effective for congestion relief.
2. Pricing has a much bigger effect. A good first step is implementing a regional High-Occupancy Toll (HOT) network and the San Francisco Doyle Drive/cordon pricing project. Other strategies may include a regional gas tax.
3. Focused growth helps us reach targets over a longer period of time. A good first step is the identification of Priority Development Areas through the FOCUS program.
4. Technology advances such as higher fuel economy or zero-emissions vehicles are needed to help us close the gaps.
5. Behavior changes are needed to help us close the gaps.

## What Did We Learn?

Targets are incredibly ambitious, and are only achievable with significant technology break-throughs and behavioral change

Infrastructure alone does not get us close to our targets. The best infrastructure makes a small dent. However, low-cost freeway operations improvements show real promise for delay and CO<sub>2</sub> targets

Focused growth, combined with pricing, does more toward meeting targets than infrastructure alone



## What Did We Learn?

Pricing can be a near-term strategy, while land use charges can be achieved over a longer period of time

Pricing helps us to reach targets, but has significant impact on low and lower-moderate income households, therefore, use of pricing revenue and pricing discounts must be considered to off-set such impacts



## What Did We Learn?

Focused growth can increase transit, bicycle and pedestrian trips. However safe and well-maintained streets that support bicycle and pedestrian travel and quality local transit are needed

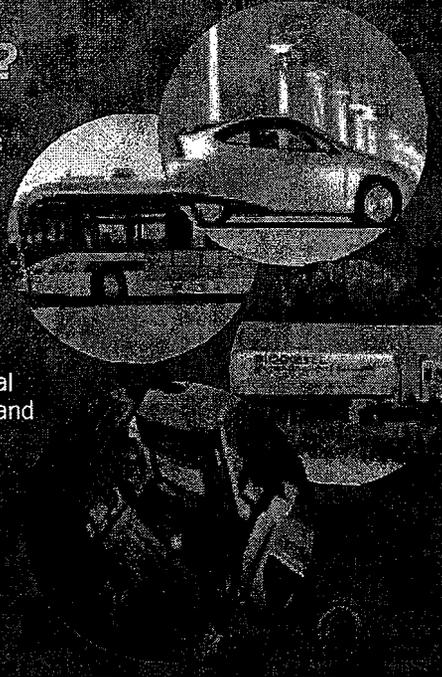
Focused growth must be made affordable through inclusionary zoning, affordable housing policies and subsidies to reduce housing costs for low and lower-moderate income households



## What Did We Learn?

We can close the remaining gaps towards meeting targets by taking some additional steps:

- Promote telecommuting and other employer-based changes
- Lobby federal and state environmental regulators to increase fuel economy and increase share of zero-emissions vehicles
- Fund vehicle buy-back programs to accelerate turnover to a cleaner fleet



## Should We Adopt Targets?

CO<sub>2</sub> and PM are the only two statutorily required targets (national PM<sub>2.5</sub> designation pending)

However, if performance-based planning is a good idea, targets help to maximize performance

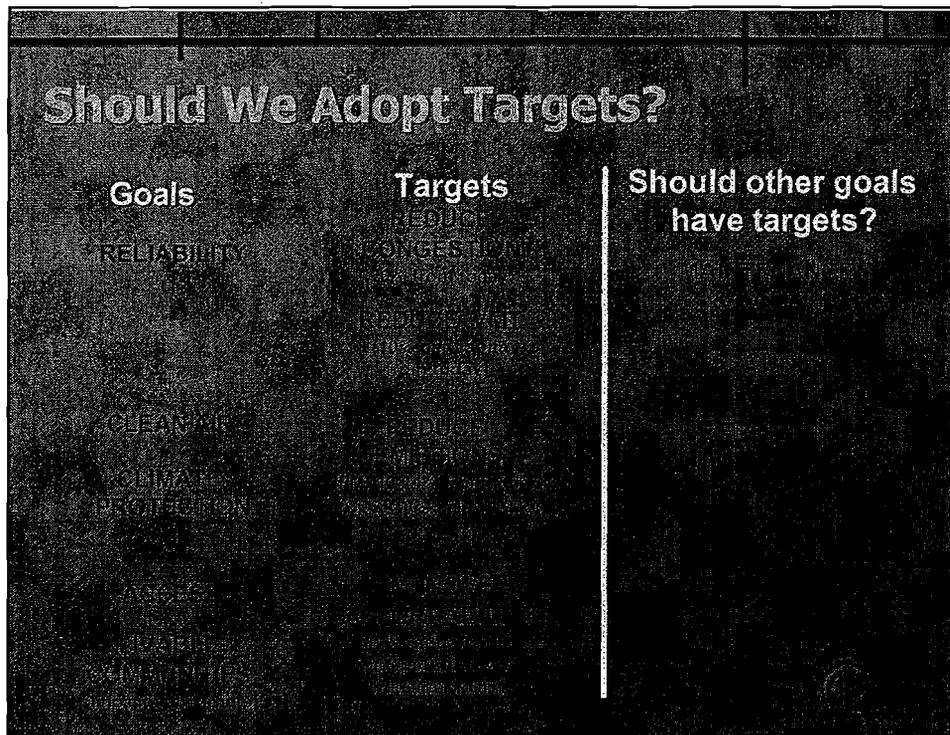
If we adopt targets, consider narrowing to key set – CO<sub>2</sub>, PM<sub>2.5</sub>, Delay and Affordability

Drop PM<sub>10</sub> because less health-protective, and drop VMT per-capita which is subsumed into CO<sub>2</sub>

•**Policy Question:** Should we adopt the current targets?

•If performance-based planning is deemed a good idea, then should MTC consider adopting numerical targets to help guide our investment decisions? Only two targets are defined in statute – carbon dioxide (AB 32) and particulate matter (EPA).

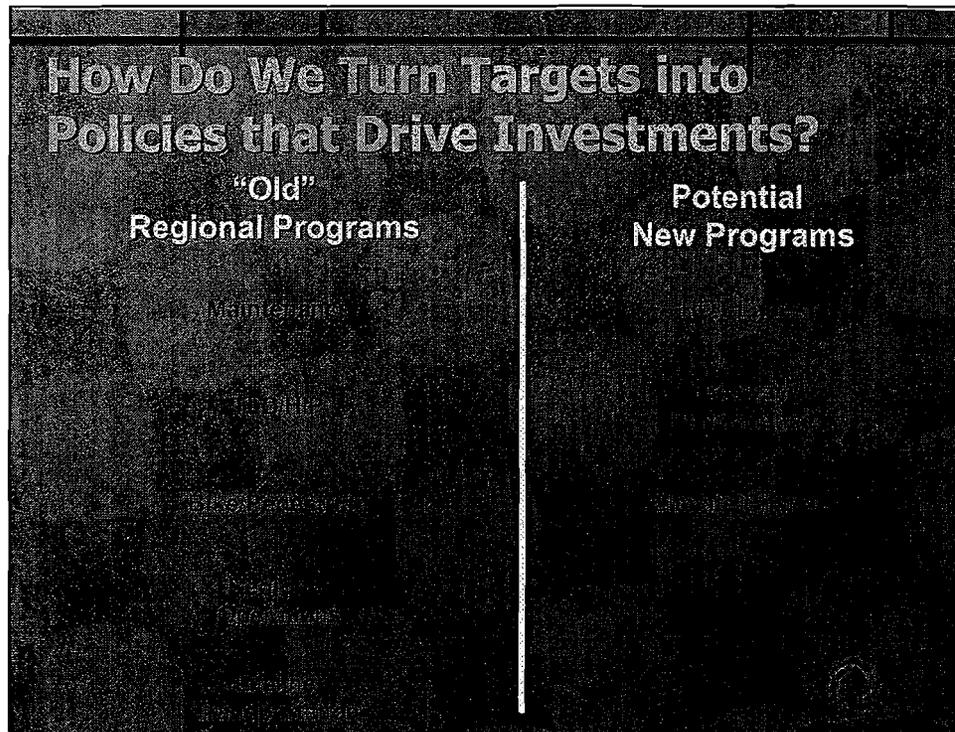
•If we do decide to adopt targets, MTC staff recommends adopting the carbon dioxide, finer particulate matter, and affordability targets, but dropping the courser particulate matter since it's less health-protective and vehicle miles traveled per capita because it is already accounted for in the carbon dioxide target and finer particulate matter target.



•**Policy Question:** Should we adopt other targets that match up to the goals?

•There are three goals that are not captured in the four performance-based targets – maintenance and safety, security, and freight.

•Should we consider defining some numeric targets for these three goals or do some of the existing targets serve as a proxy (e.g. freight is served by reduced congestion since 80% of goods are carried by trucks)?



•**Policy Question:** Are existing regional programs still relevant? What new programs should be considered based on our recent scenario outcomes and emerging issues?

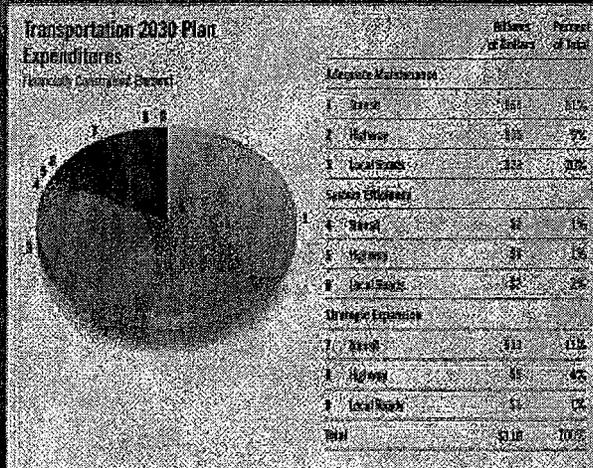
•If the existing programs are still relevant should we consider changing them (e.g. eligibility criteria, funding amount)?

•If we agree these are the right new programs, what kinds of specific projects should they fund and how should they be funded?

# How Do We Turn Targets into Policies that Drive Investments?

## 1. Start with Solid Foundation

\$118 billion spending plan is primarily focused on maintaining and operating the existing transportation system



•**Policy Question:** How do we turn targets into policies that drive investments?

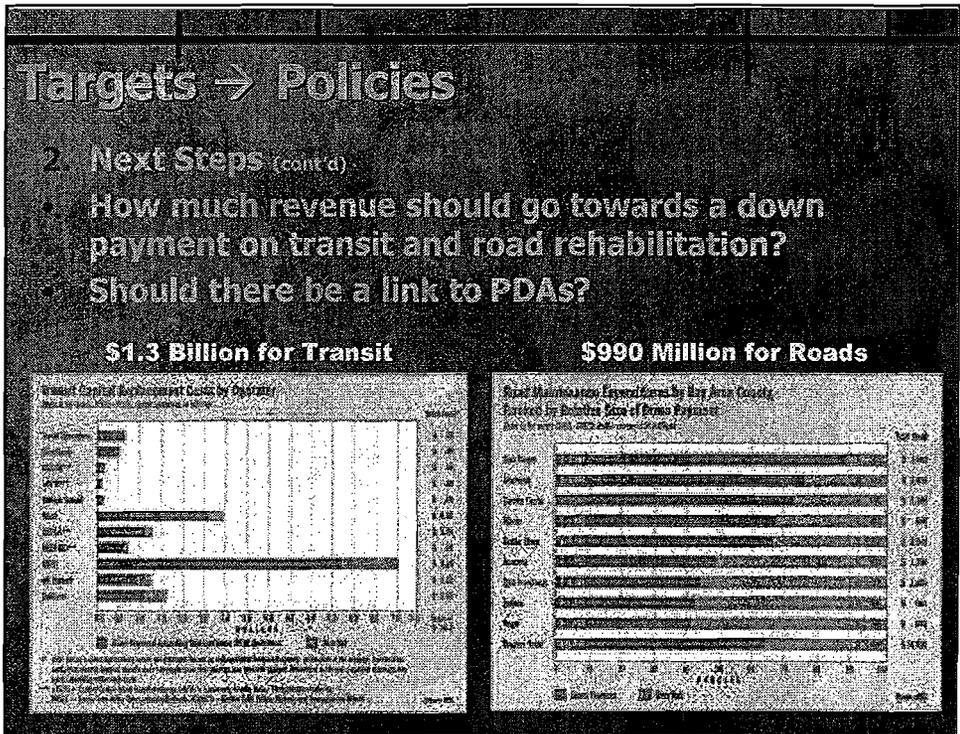
•The good news is that we don't have to start from scratch. Our current Transportation 2030 Plan provides a solid base for this challenge. Eighty percent of our budget goes to maintenance and operations. Most of these investments are occurring in urbanized areas.

•Of the \$118 billion, about 80% was invested in maintenance of our existing transportation system

•About 90% of this \$118 billion was committed for specific purposes, either by law or current policy.

•The remaining 10%, or about \$9 billion, was for discretionary spending – about 30%, or over \$2 billion was spent on maintaining transit and local roads.





- Maintaining our existing assets remains a regional priority.

- In our current Transportation 2030 Plan, our region is investing \$1.3 billion for transit capital and \$990 billion for local streets and roads, but substantial shortfalls persist.

- Policy Questions:** Should we continue investing at this level? Should we consider linking our maintenance funds to support Priority Development Areas?

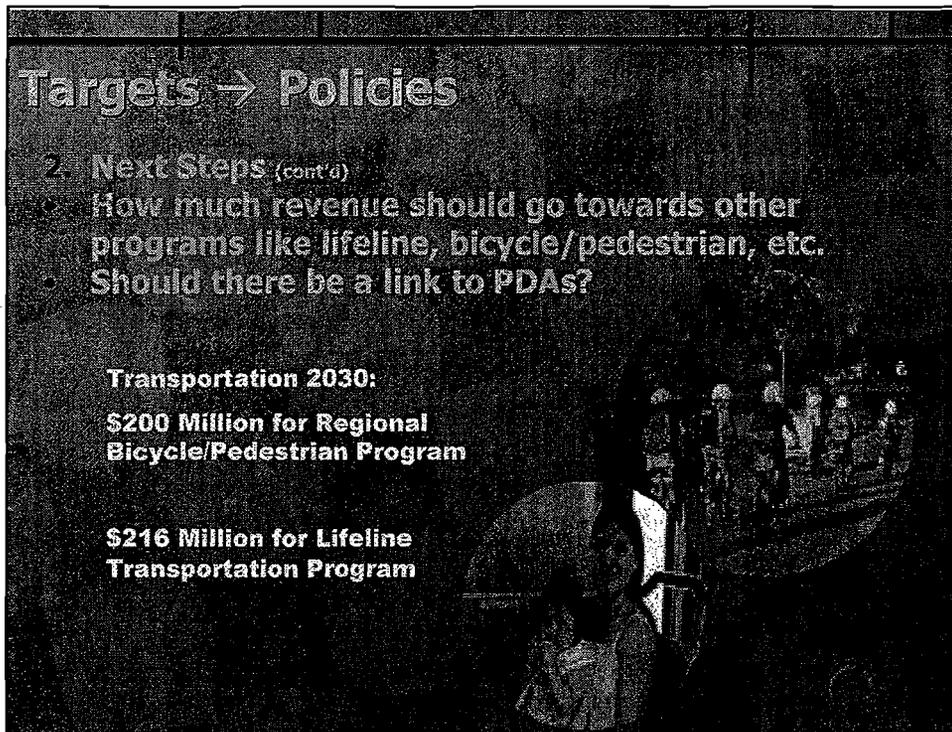


•**Policy Question:** How much revenue should go towards our Transportation for Livable Communities program which is aimed at providing planning and capital grants to cities/counties that are building compact, transit, bike, and walk friendly downtowns and neighborhoods?

•In our current Transportation 2030 Plan, we invest \$27 million a year over 25 years on the TLC program. Should this investment level remain the same, or be lower or higher?

•**Policy Question:** Should the TLC program evolve into a different kind of program (e.g. planning and technical assistance only)?

•**Policy Question:** Should TLC funding be directed to exclusively support Priority Development Areas?

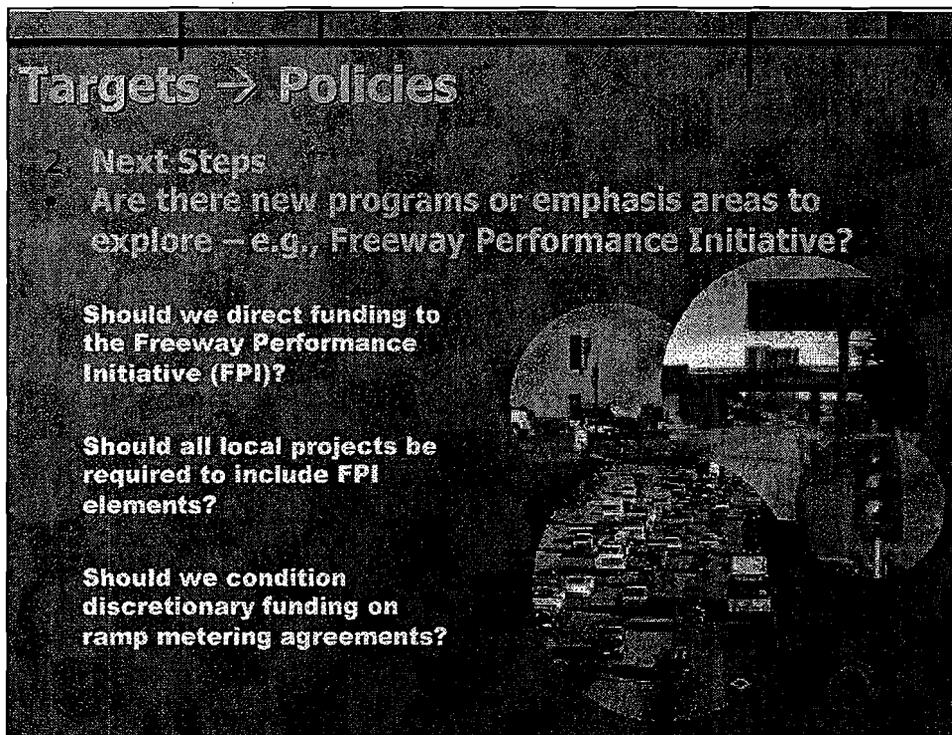


•**Policy Question:** How much revenue should go towards other programs like lifeline, bicycle/pedestrians, and other programs?

•In our current Transportation 2030 Plan, we invest \$200 million for a Regional Bicycle/Pedestrian Program, and another \$216 million for a Lifeline Transportation Program (another \$134 million of Prop 1B funds have been recently added).

•**Policy Question:** Should we continue to invest in these programs? Should the funding remain the same, or be lower or higher?

•**Policy Question:** Should we tie these funding programs to support Priority Development Areas?

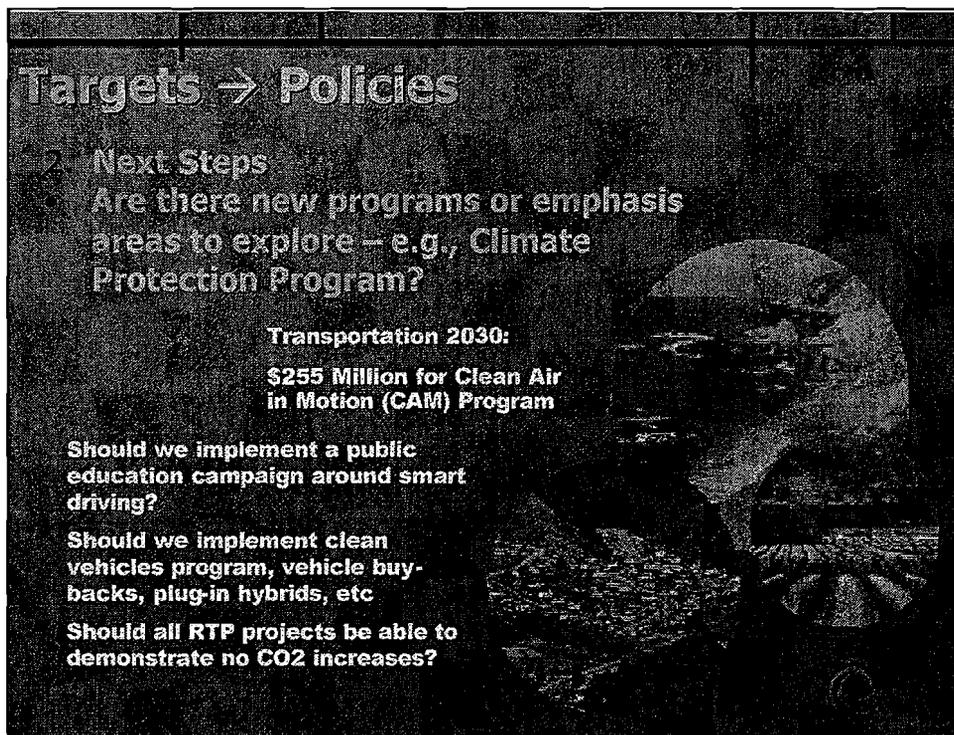


•The current RTP directs about 18% of the total estimated 25-year need to provide the highest priority system management improvements (roadway detection and communications systems) for the region’s most congested corridors.

•**Policy Question:** Given that the scenario assessment indicates that freeway operational improvements are most effective in addressing congestion, should the Transportation 2035 Plan direct more funding toward these kinds of improvements?

•Current Caltrans and MTC policy requires that freeway projects include Traffic Operation System elements and ramp metering. There is no MTC or Caltrans policy that requires these elements to be implemented.

•**Policy Question:** Should RTP policy condition discretionary funding on commitments from project sponsors to develop corridor ramp metering agreements?



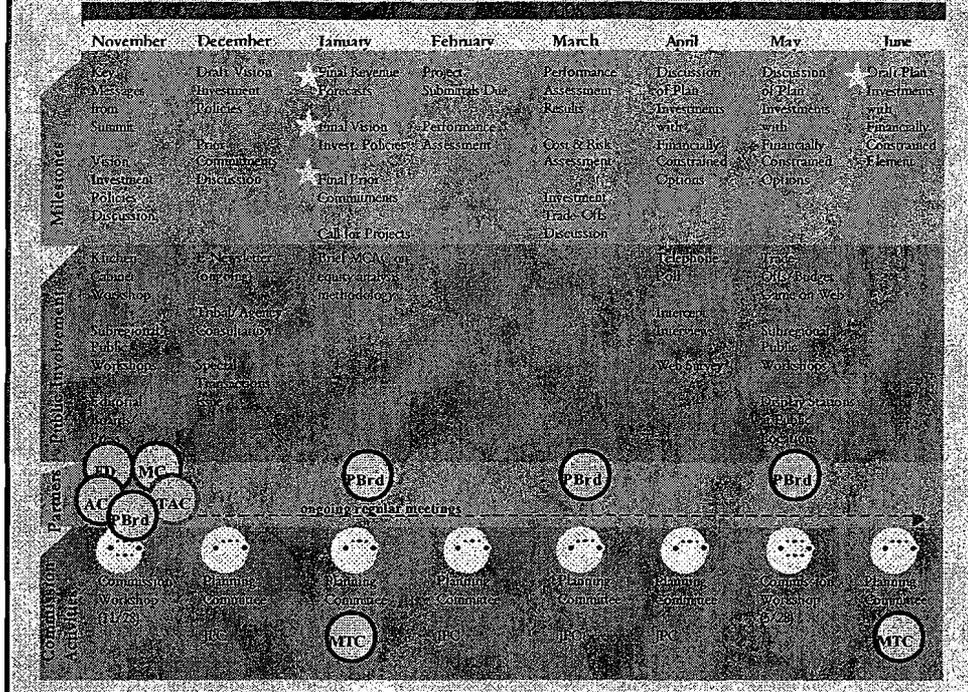
•Over 65% of the respondents in MTC’s recent telephone poll thought that it was extremely important to consider global warming impacts when considering how we plan for transportation and land use in the Bay Area.

•The Air District has launched a \$1.5 million Climate Protection Grant Program to fund activities in the areas of youth outreach, city and county planning, and best practices that have proven their ability to reduce emissions. MTC and the Air District have previously partnered to fund a Clean Air In Motion Program that includes bus exhaust particulate traps, Spare the Air/Free Transit, Green Port Initiatives and other programs.

•**Policy Question:** Should the Transportation 2035 Plan dedicate discretionary funding to expanded existing or support a new climate change programs?

•**Policy Question:** Through the Transportation 2035 project-level performance evaluation process, should all expansion projects be required to demonstrate no CO<sub>2</sub> increases?

### Transportation 2035 -- Phase Two Planning Process



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DATE: November 9, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Draft Countywide Safe Routes to School (SR2S) Plan

**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, 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 Plan

**Discussion:**

The STA has completed meetings with all local Safe Routes to School (SR2S) task forces to revise and recommend their local SR2S plans to their city councils and school boards with the exception of Suisun City and Rio Vista. Suisun City's remaining meeting will be scheduled for sometime in November. Rio Vista's final task force meeting will be on November 13<sup>th</sup>. Attachment A describes each city's status in more detail. Attachment B is a projected schedule of the remaining task force and committee meetings before the STA Board adopts the Final Countywide SR2S Plan. The City of Benicia was the first city to have their Benicia SR2S Plan adopted by their school board and city council.

Once all of the local SR2S plans have been adopted and recommended to the STA for inclusion in the STA Countywide SR2S Plan, the STA Board will consider adoption of the countywide plan in February of 2008. Attached is the Draft STA Countywide Safe Routes to School Plan for the TAC's review (Attachment C). The TAC will be asked to recommend the countywide plan at their January 2, 2008 meeting for the STA Board's approval in February 2008.

After the Plan is adopted, a call for projects through a Pilot SR2S Implementation Program will be considered by the STA Board. Since the only identified source of this funding will be Eastern Congestion Mitigation and Air Quality (ECMAQ), only the cities of Dixon, Vacaville, Rio Vista and Solano County will be eligible to apply for this first pilot program. Currently, \$120,000 in funding is being considered as part of this pilot program for pedestrian path, bike path, and transit improvements near schools. STA staff is currently reviewing other options to fund pilot SR2S projects Countywide.

Nearly \$100 million in Federal and State Safe Routes to School grants will be available this fall. The State SR2S grant program funds mainly capital projects for K-12 schools and applications are due to Caltrans by November 16<sup>th</sup>. The Federal SRTS grant program is for a variety of engineering, education, enforcement, and encouragement projects for K-8 schools. Federal applications are expected to be due by late December (see Attachment D).

**Recommendation:**

Informational.

**Attachments:**

- A. STA Safe Routes to School (SR2S) Program Status Report, 11-13-2007
- B. SR2S Task Force and STA Committee meeting schedule, 09-18-2007
- C. Draft STA Countywide Safe Routes to School Plan (Provided under separate cover)
- D. Federal and State Safe Routes to School grants webpage

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

11-13-07



### Phase 1 – Complete

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

### Phase 2 – Nearly Complete

Public Input Process

Community Task Forces	Next Meeting	Status
<b>Benicia</b>	COMPLETE	City Council Adopted, 11-6-07 School Board Adopted, 11-6-07
<b>Dixon</b>	Local plan adoptions in November	Local plan to be adopted by city council and school board.
<b>Fairfield</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Suisun City</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Rio Vista</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Vacaville</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Vallejo</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>County of Solano</b>	Review draft Countywide STA SR2S Plan in November or December	Countywide plan draft being circulated in STA Advisory Committees.

**Below are the 28 schools currently participating in the STA's Safe Routes to School Program:**

<b>City</b>	<b>28 Schools Participating</b>
<b>Benicia</b>	<ul style="list-style-type: none"> <li>• Benicia High School</li> <li>• Benicia Middle School</li> <li>• Henderson Elementary School</li> <li>• Mary Farmar Elementary School</li> <li>• Matthew Turner Elementary School</li> <li>• Robert Semple Elementary School</li> <li>• St. Dominic's Catholic School</li> </ul>
<b>Dixon</b>	<ul style="list-style-type: none"> <li>• Anderson Elementary School</li> <li>• Tremont Elementary School</li> </ul>
<b>Fairfield</b>	<ul style="list-style-type: none"> <li>• Anna Kyle Elementary School</li> <li>• David Weir Elementary School (9-24-07)*</li> <li>• Laurel Creek Elementary School (9-26-07)</li> <li>• E. Ruth Sheldon Elementary School (10-09-07)</li> <li>• Vanden High School (10-11-07)</li> </ul>
<b>Suisun City</b>	<ul style="list-style-type: none"> <li>• Dan O. Root Elementary School (10-16-07)</li> <li>• Suisun Elementary School</li> </ul>
<b>Rio Vista</b>	<ul style="list-style-type: none"> <li>• D.H. White Elementary School</li> <li>• Riverview Middle School (9-25-07)</li> </ul>
<b>Vacaville</b>	<ul style="list-style-type: none"> <li>• Alamo Elementary School</li> <li>• Callison Elementary School</li> <li>• Cambridge Elementary School (10-04-07)</li> <li>• Hemlock Elementary School (10-15-07)</li> <li>• Foxboro Elementary School (9-27-07)</li> <li>• Paden Elementary School (10-22-07)</li> <li>• Sierra Vista Elementary School (10-02-07)</li> <li>• Will C. Wood High School</li> </ul>
<b>Vallejo</b>	<ul style="list-style-type: none"> <li>• Steffan Manor Elementary School</li> <li>• Widenmann Elementary School (9-20-07)</li> </ul>

### Phase 3 –Underway

#### STA Countywide SR2S Study Development

The STA’s Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC) will review the countywide plan this fall and recommend the plan to the STA Board in either December 2007 or early 2008.

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, November 2007.
	Final review, Nov/Dec 2007.
STA Board	Adoption, Jan/Feb 2007.

#### **Background:**

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

*The SR2S outreach process is split into three major phases:*

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

Multi-disciplinary community task forces are responsible for:

  - Holding a training walking audit at a school of their choice
  - Reviewing a draft SR2S Plan of local projects and programs
  - Recommending a final SR2S Plan to their school board and city council
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
  - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
  - STA advisory committees review and recommend the final Countywide SR2S Plan.
  - STA Board adopts the final Solano Countywide SR2S Plan.

# STA SR2S Countywide Steering Committee

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

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

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

### Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

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

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

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

- December 12, 2006
  - Discussed Safe Route to Schools federal grants
  - Received update from Benicia’s recent walking audit experience
  - Reviewed STA SR2S Status report.
  - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
  - Received update from Benicia’s SR2S representative
  - Discuss draft SR2S meeting timeline
  - Discuss details of task force agendas, roles, and responsibilities
- June 12, 2007
  - Receive countywide update on task forces from STA
  - Review draft outline of countywide SR2S plan
  - Review Federal SR2S Grant scoring criteria

## **Phase 3 –STA Board adoption of the SR2S Study**

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

- October 25, 2007
  - Receive countywide update on task forces from STA
  - Review draft text of countywide SR2S plan
  - Forward draft text to STA advisory committees for review
  - Recommend STA Board Adoption of the STA Countywide SR2S Plan, after all local agencies have adopted local SR2S plans.

# Benicia

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – COMPLETE

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

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

Meeting/Event	Dates
Local SR2S Process Discussion	<b>September 14, 2006</b> City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>October 19, 2006</b> Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	<b>November 28, 2006</b> Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> <li>• Jan 30, Benicia Middle School</li> <li>• All other schools completed June 2007</li> </ul>

Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<ul style="list-style-type: none"> <li>• August 16, 2007 (TPBS Committee recommended a revised plan to the Liaison Committee for approval)</li> </ul>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<ul style="list-style-type: none"> <li>• September 6, 2007 (City Council/School Board Liaison Committee)</li> </ul>
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> <li>• City Council Adoption, Nov 1, 2007</li> <li>• School Board Adoption, Nov 6, 2007</li> </ul>

Private schools have been contacted for program inclusion:

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

# Dixon

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – COMPLETE

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 28</b>
School Based Training Audit	<b>March 29</b> Principal's meeting <b>April 18</b> Anderson Elementary School Event
Independent School Based Audits Conducted	April to September <b>May 15</b> Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>September 5<sup>th</sup></b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 3rd</b>
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Dixon's private schools have been contacted for program inclusion:

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

# Fairfield

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – COMPLETE

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

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal’s meeting, <b>April 26</b> Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 29th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 17th</b>
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

Fairfield's private schools have been contacted for program inclusion:

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

# Rio Vista

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – COMPLETE

**Rio Vista’s SR2S Community Task Force – PENDING**  
 Rio Vista Joint Use Ad-hoc Committee to be appointed by city council and school board as Safe Routes to School Community Task Force

Position	Name	Title
City Council Rep	Eddie Woodruff	Mayor of Rio Vista
City Council Rep	Cherie Cabral	Councilmember
City Dept Rep	Hector De La Rosa	City Manager
Public Works Rep	Brent Salmi	Public Works Director/City Engineer
Planning Dept Rep	Tom Bland	Community Development Director
Police Rep	Bill Bowen	Police Chief
Fire Rep	Mark Nelson	Fire Chief
School Board Rep	Marilyn Riley	School Board member
School Board Rep	Lee Williams	School Board member
School Superintendent	Alan Newell	School District Superintendent
School Facilities Rep	Wayne Rebstock	Director of Maintenance and Operations

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>May 9th</b>
School Based Training Audit	<b>May 23</b> Informal audit at D.H. White Elementary. <b>August 2007,</b>  <b>Formal Audit to be at Riverview Middle School:</b> <b>September 25<sup>th</sup></b>
Independent School Based Audits Conducted	October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	Recommended: October 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	November 2007
Local Adoption of SR2S Plan	City Council Adoption, Nov/Dec 2007 School District, Nov/Dec 2007

# Suisun City

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

### Phase 1 – Introductory Presentations - COMPLETE

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

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

Suisun City's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mike Hudson	Councilmember
Public Safety Rep	Bob Szmurlo	Suisun City Police Department
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	PW Engineer
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal's meeting
Independent School Based Audits Conducted	April – October <b>June 7</b> Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>September 19th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 29th</b>
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield-Suisun USD, November 2007

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

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

# Vacaville

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – COMPLETE

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 21</b>
School Based Training Audit	<b>March 13 &amp; 27</b> Principal's meeting <b>May 16</b> Will C. Wood High School event
Independent School Based Audits Conducted	May – September <b>May 23</b> Alamo Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 30th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 25th</b>
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

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

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

# Vallejo

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – COMPLETE

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 15</b>
School Based Training Audit	<b>March 5</b> Principal meeting, <b>April 19</b> Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 17<sup>th</sup></b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 24<sup>th</sup></b>
Local Adoption of SR2S Plan	City Council Adoption, Nov 2007 School Board Adoption, Nov 2007

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

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

# County of Solano

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

### **Phase 1 – Introductory Presentations - COMPLETE**

- Solano Community College, May 3, 2006
- Board of Supervisors Meeting, May 23, 2006

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

**A Draft Countywide Safe Routes to School plan will come to the County Board of Supervisors for their review in November 2007. SR2S Steering Committee member, Robin Cox with the County Department of Public Health will help deliver the proposed plan and its specific health and safety benefits to County Board of Supervisors with STA staff.**

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

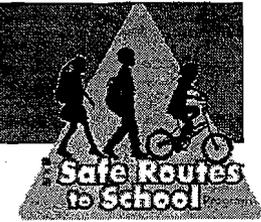
The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. *The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be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

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

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

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# Phase 3: Local Adoption



Schedule of local adoption meetings:

City	Review Draft Plan	Recommend Final Plan	City Council Adoption	School Board Adoption	
Benicia	Aug 16	Sept 6	Oct 16/Nov 6	Nov 1	
Dixon	Sept 5	Oct 3	Oct 23	Nov 1	
Fairfield	Aug 29	Oct 17	Dec 4	Nov 8 (Fairfield)	Nov 13 (Travis)
Suisun	Oct 22	TBD	Nov 20		
Rio Vista	TBD	TBD	Dec 6	Nov 20	
Vacaville	Aug 30	Oct 25	Nov 13/Nov 27	Nov 15	
Vallejo	Sept 17	Oct 24	Nov 27/Dec 4	Nov 21	

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ATTACHMENT B

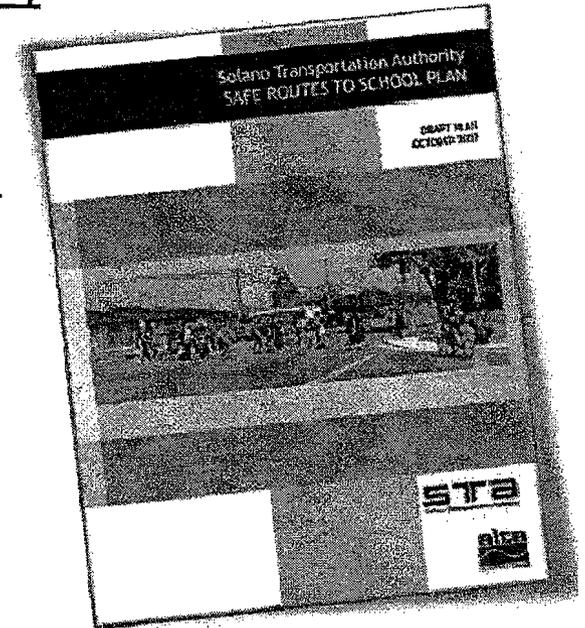
# Phase 3: STA Board Adoption



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STA Committees to review countywide plan:

- SR2S Steering Committee  
Oct 23, Recommendation
- Bicycle Advisory Committee (BAC)  
Nov 1, Review  
Jan 3, Recommendation
- Pedestrian Advisory Committee (PAC)  
Nov 15, Review  
Jan 17, Recommendation
- Technical Advisory Committee (TAC)  
Nov 28, Review  
Jan 30, recommendation
- STA Board  
Jan 9, Review  
Feb 13, ADOPTION



ATTACHMENT C



DATE: November 9, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Transit Consolidation Study Phase I and Phase II Status

**Background:**

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

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by STA Board members at their February 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed. The STA Board directed STA staff to initiate a countywide Transit Consolidation Study approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). Subsequently, STA issued a Request for Proposal (RFP) and DKS Associates was selected to lead the Transit Consolidation Study.

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

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

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

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

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

The Consortium and TAC submitted comments on the draft documents discussed by July 20, 2007 and this was followed by a joint meeting of TAC and Consortium staff to discuss comments. Further refinements were requested and the Findings and Options Reports were updated. Both reports were released to the public in early September 2007.

Many of the comments received on the Findings and Options Reports will be addressed in Phase II. The purpose of Phase II is to more deeply analyze the potential impacts of the various options presented and evaluate and compare the options to one another and the status quo.

**Discussion:**

A draft scope for Phase II was presented to the TAC and Consortium for information in August and presented to the Transit Consolidation Steering Committee for review and approval at their initial meeting held on October 24<sup>th</sup>.

The Steering Committee meeting provided direction for Phase II. Each jurisdiction spoke to the various options and highlighted their issues. The scope of work was approved with clarification on which Options to study and clarify. Vallejo and Benicia reiterated their interest in pursuing Option 1 (Vallejo/Benicia consolidation). There was a consensus to not study Option 2 (Vallejo/Benicia/Fairfield-Suisun Transit consolidation) in Phase II. After some discussion, it was determined that Option 3 (North County intercity and paratransit consolidation) will not be studied as part of Phase II, but may be reconsidered depending upon the results of Options 4a and 4b (Intercity fixed-route and all intercity only paratransit service consolidation; intercity fixed-route and all paratransit). The Steering Committee also requested further clarification on Option 5 (Functional Consolidation) with the direction to study Options 4A and 5 (with clarification at the next meeting of the Committee). Option 6 (Full countywide consolidation) was kept on the table as a long-term goal.

The next Steering Committee meeting is scheduled for February 28, 2008 at 12 p.m. at Suisun City Hall.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachments:**

- A. STA Transit Consolidation Goals and Criteria
- B. Phase I and Phase II Options

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**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)

**Initial Options Recommended from Phase I Study**

- Option 1: South County Consolidation**
- Option 2: South/Central County Consolidation**
- Option 3: North County Intercity Consolidation**
- Option 4: a) All Paratransit and Intercity Fixed Route Consolidation  
b) All Intercity Paratransit and all Intercity Fixed Route Consolidation**
- Option 5: Functional Consolidation**
- Option 6: Full Countywide Consolidation**

**Options Recommended from Phase II Study by Transit Consolidation Steering Committee**

- Option 1: South County Consolidation (Benicia/Vallejo)**
- ~~**Option 2: South/Central County Consolidation (Benicia/Vallejo/Fairfield/Suisun City)**~~
- Option 3: North County Intercity Consolidation (*Recommendation pending outcome of analysis of Options 4a and 4b*)**
- Option 4: a) All Paratransit and Intercity Fixed Route Consolidation  
b) All Intercity Paratransit and all Intercity Fixed Route Consolidation**
- Option 5: Functional Consolidation (*clarify before further study*)**
- Option 6: Full Countywide Consolidation (*study as longer-term option*)**



DATE: November 9, 2007  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Community Based Transportation Plan (CBTP) Status

**Background:**

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process should involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified, and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County, and as such will serve as fiscal agent for the funds. In addition, STA would assume overall responsibility for project oversight. In Solano County, the areas identified by MTC were Dixon, Cordelia, and Vallejo. The Dixon Community-Based Transportation Plan was completed as a pilot program in 2004. Based on discussion between STA and MTC staff, the Cordelia area has been expanded to include lower income segments of Fairfield and Suisun City.

**Discussion:**

To complete the Cordelia/Fairfield/Suisun City and Vallejo CBTPs, STA has engaged a consultant to perform the scope of work as required for the Community-Based Transportation Plans. STA released a Request for Qualifications to retain a qualified and committed professional transportation planning firm/team to provide services required to facilitate community meetings, and develop Community-Based Transportation Plans in the designated areas in the Vallejo and Cordelia communities. Two consulting teams/firms submitted their qualifications and interviews were held October 12, 2007. Valerie Brock Consulting was selected and a project kick off meeting has been held. Valerie Brock Consulting will work closely with STA staff, city transit, and planning staff. The following aggressive timeline outlines the future deliverables:

November 2007 – February 2008	Initial services; Establish stakeholders, summarize transit gaps, and hold initial stakeholders and community meetings.
March 2008	Complete outreach, prioritize issues and potential projects. Make presentation to stakeholders groups.
May 2008	Develop Draft Plans
May – June 2008	Present Draft Plans to stakeholders group, SolanoExpress Transit Consortium (on May 28, 2008) and STA Board (on June 11, 2008)
June 30, 2008	Complete Final Community-Based Transportation Plans for both the Vallejo and Cordelia communities.

Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding to be allocated by the STA.

**Fiscal Impact:**

The consultant’s budget for the Vallejo’s CBTP is \$55,000 and the Cordelia’s CBTP budget is \$24,900. MTC will be funding these studies from a Federal Highway Administration (FHWA) Planning Fund. MTC has entered into a funding agreement with STA to fund these studies and these funds are in the STA’s budget.

**Recommendation:**

Informational.



DATE: November 8, 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*

On October 25, 2007, the California Highway Patrol announced that it had been awarded an Office of Traffic Safety (OTS) grant of \$1.1 million for SR 12, including a portion of SR 12 in the Sierra foothills near Angels Camp. It is expected that \$600,000 to \$700,000 of the grant funds will be available for the portion of SR 12 between I-80 and I-5. STA staff members Robert Macaulay and Jayne Bauer will participate in the committee guiding expenditure of the OTS grant funds. Significant participation will also come from local law enforcement agencies.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) was signed by the Governor with a ceremony held at the Western Railroad Museum on October 1<sup>st</sup>. The double fine legislation for SR 12 will become effective on January 1, 2008. STA staff is working with Caltrans on the signage to implement ACR 7, the Officer David Lamoree memorial highway designation for a portion of SR 12.

3) *Education*  
STA staff is working with KUIC to prepare a Public Service Announcement (PSA) for radio, and working with the City of Fairfield staff to prepare a cable TV PSA that can be shown in a variety of jurisdictions. The text has been finalized, and the no-cost spots are ready for recording and/or reading on air. In addition, STA staff is looking at the ability to use OTS funds to purchase paid radio advertising, starting in early 2008. Finally, a SR 12 Events Calendar is being prepared showing all planned events. The calendar will include activity on the Jameson Canyon portion of SR 12 and the Rio Vista Bridge Study.

4) *Engineering*  
Installation of concrete and soft median barriers, shoulder and centerline rumble strips and other improvements has been completed. The concrete median barrier appears to have already served its purpose at least once in preventing a big rig from crossing the center line into oncoming traffic near Denverton Road.

Caltrans has set a schedule for spring and summer 2008 work to improve vertical cross-sections and create shoulders on additional portions of SR 12, including the installation of left turn lanes at several intersections, including the SR 12/SR 113 intersection. Caltrans is currently undergoing right-of-way acquisition work at this time.

STA hopes to select a consultant for the Median Barrier PSR by the end of 2007. Concurrently, MTC in partnership with STA, will be preparing a scope and cost estimate for the multi-jurisdictional I-80 to I-5 Major Investment and Corridor Study. This Corridor Study will be completed in coordination with MTC, Caltrans Districts 3, 4 and 10, the Sacramento Area Council of Governments and the San Joaquin Council of Governments.

The next meeting of the SR 12 Steering Committee is set for December 12<sup>th</sup> at 4:00 p.m. at Suisun City Hall. Prior to the Steering Committee meeting, a field visit to Contra Costa County to tour the SR 4 Bypass project is scheduled on November 16<sup>th</sup>.

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 an 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

Construction for the SR 12 Jameson Canyon Truck Climbing Lane Project is scheduled to begin in February 2008 (tree removal), with excavation starting as soon as weather conditions allow. The public comment period on the SR 12 Jameson Canyon widening project environmental has closed, and Caltrans is responding to the comments received.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 9, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Western Contra Costa County I-80 Integrated Corridor  
Mobility Project

**Background:**

Proposition 1B is the \$20 billion dollar transportation bond approved by California voters in November 2006. One category within Proposition 1B is the Corridor Mobility Investment Account (CMIA). The majority of CMIA projects currently funded are roadway and infrastructure construction.

The Alameda County Congestion Management Agency (ACCMA), in partnership with the Contra Costa Transportation Authority (CCTA), and the West Contra Costa Transportation Advisory Committee (WCCTAC), submitted an application to the California Transportation Commission (CTC) for an \$87.7 million Integrated Corridor Mobility (ICM) Project. The I-80 ICM Project includes Active Traffic Management practices based on the application of Intelligent Transportation Systems technology to both the mainline freeway segment and adjacent arterials and local roads. The project area covers I-80 from the Solano County line to the Bay Bridge. The CTC awarded \$55.3 million in CMIA money for this project – the only ITS project in the state. The CTC suggested that the I-80 ICM Project apply for the arterials portion of its funding from the Traffic Light Synchronization Program (TLSP) category of Proposition 1B. ACCMA, CCTA, and WCCTAC are preparing an application to the TLSP for \$24.3 million, and are paying \$8.1 million in local match for project development. The project is managed by the ACCMA, as the lead agency, in partnership with the CCTA, WCCTAC, and Caltrans. CCTA is the Congestion Management Agency (CMA) for Contra Costa County. WCCTAC is one of four Regional Transportation Planning Committees in Contra Costa. WCCTAC is a JPA comprised of five cities -- El Cerrito, Pinole, Hercules, Richmond and San Pablo – plus three transit properties – BART, AC Transit, and WestCAT – plus the county.

**Discussion:**

WCCTAC has asked STA staff to observe and comment upon the development of the I-80 ICM Project, particularly as WCCTAC and STA share common objectives, i.e., improving travel time reliability, enhancing transit performance on the freeway, reducing incidents, and so on. STA planning staff will attend periodic meetings hosted by WCCTAC. The first meeting was held on October 17<sup>th</sup>. At that time, WCCTAC included the following information in their definition of the corridor problem:

- The corridor is 20.5 miles long
- The west-bound commute in this corridor produces 12,230 vehicle hours of delay each day
- Congestion occurs during both the AM and PM commutes and on weekends
- Widening is generally not an option because of geometric constraints, i.e., the density/value of developed land adjacent to I-80, and protected wetlands on the other side

WCCTAC believes that implementation of an ICM approach can reduce corridor delay by 15% to 20%. The elements of the ICM being considered in the project are:

- Freeway Management, including Ramp Metering and other Active Traffic Management tools
- Arterials Management
- Transit Management
- Traveler Information
- Commercial Vehicle Operations
- Traffic Surveillance and Monitoring
- Incident Management

One of the comments made at the October 17<sup>th</sup> meeting was “why should the communities in Contra Costa County make the sacrifices to improve traffic flow on I-80 if the capacity will just be taken up by traffic from Solano County? Should traffic from Solano County into Contra Costa County be metered at the Carquinez Bridge?” STA staff participation will be in part to defuse such sentiment, as well as to strengthen the partnership between STA and WCCTAC staff and member agencies, and to inform WCCTAC of the steps STA and the communities of Solano County are taking to deal with traffic moving from Solano County into Contra Costa County (including High Occupancy Vehicle lanes and maximizing transit opportunities and use). Concurrently, the CMA Directors from Alameda, Contra Costa, and Solano have initiated discussion about increasing collaboration on the I-80 Corridor. STA staff will also be bringing back reports on technical and political obstacles encountered, and how they are dealt with, in anticipation of proposals to implement some or all of the I-80 ICM measures in Solano County.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: November 8, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: City of Fairfield McGary Road Bicycle Transportation Account (BTA) Grant  
Submittal Support Letter

**Background:**

McGary Road is a frontage road primarily located in the City of Fairfield along the south east side of I-80 between Cordelia and the City of Vallejo. McGary Road was closed to the public in 1998 after a series of heavy rains caused the soils under I-80 and McGary Road to become unstable and slide. At the same time, the City of Vallejo was working to construct the Solano Bikeway, a Class I multi-use path that was planned to link up with McGary Road to provide a major connection between the cities of Vallejo and Fairfield. More importantly, this route has regional significance since it is the most direct route linking the Al Zampa (formerly Carquinez) Bridge, Contra Costa County, and the Greater Bay Area to northeastern Solano County and on to the cities of Davis and Sacramento. The City of Vallejo, STA, and other funding agencies contributed approximately \$1.3 million to complete the Solano Bikeway. To date, McGary Road remains closed and this important local and regional bicycle link has not yet been realized. The City of Fairfield has kept McGary Road closed because of the serious safety conditions on the roadway and concerns that the landslide at I-80 was not adequately addressed by Caltrans.

In 2005, Caltrans completed a project to address soil stability by installing large drainage shafts that would reduce the severity of future landslides. The heavy rains and floods in early January 2006 were the first test for Caltrans' new drainage system. I-80 and McGary Road did not experience any substantial slides, but there was some movement. City of Fairfield staff, in cooperation with Solano County staff, determined the roadway could potentially be repaired and re-opened. Both staffs working with STA began to obtain funding to reconstruct McGary Road.

McGary Road has remained a top priority for the Solano Bicycle Advisory Committee (BAC) and the STA. As a result, since Fiscal Year 2006-07, the STA Board approved a total of \$1,655,000 from a combination of Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) Article 3, and Congestion Mitigation Air Quality (CMAQ) Improvement Program funds for McGary Road to be reconstructed and reopened.

**Discussion:**

The City of Fairfield is preparing to reconstruct McGary Road, but estimates a shortfall of \$700,000 to \$800,000. If the additional funding is secured, the City of Fairfield can begin construction as soon as summer 2008. After the roadway is reconstructed and can be re-opened, the roadway will be transferred back to Solano County as a county roadway.

In an effort to address the remaining construction shortfall, the City of Fairfield, in partnership with the County of Solano, is planning to submit an application for Caltrans Bicycle Transportation Account (BTA) funds. The BAC reviewed the City of Fairfield's staff proposal for a BTA application at their November 1, 2007 meeting and unanimously agreed to provide a letter of support. Attachment A is the draft BAC letter of support.

Article 9 of the BAC Bylaws states:

"Letters written by Bicycle Advisory Committee that are directed outside the Authority must be reviewed by the Executive Director and if in the opinion of the Executive Director, the contents and intent of the letter is either non-controversial or consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by Board action."

Based on staff review, staff is of the opinion that support for this grant application is non-controversial and consistent with Board policies given the financial support provided over the last few years. Therefore, STA staff will work with the BAC chairperson to finalize the letter and submit it to the City of Fairfield.

**Recommendation:**

Informational.

Attachment:

- A. Draft Solano Bicycle Advisory Committee Letter of Support for the City of Fairfield's McGary Road Project

November 15, 2007

Sylvia Fung  
Caltrans District 4  
Office of Local Assistance  
111 Grand Avenue  
Oakland, CA 94612

**RE: Support for City of Fairfield/Solano County Bicycle Transportation Account  
Application for the Solano Bikeway Extension/McGary Road Class 3 Bike Route  
Project**

Dear Ms. Fung,

On behalf of the Solano Transportation Authority's Bicycle Advisory Committee, I am writing to support the City of Fairfield and Solano County's joint Bicycle Transportation Account (BTA) application for the Solano Bikeway Extension/McGary Road Class 3 Bike Route project. For many years, this project has been identified as a critical project to support bicyclists in Solano County and is the highest priority project identified in the Solano Transportation Authority's Solano Countywide Bicycle Plan.

Currently for safe travel between Fairfield and Vallejo routes through Benicia or Napa County are required, increasing the travel distance by 10 – 15 miles. The only parallel roadway to I-80 between these two cities, McGary Road, has been closed for almost 10 years due to hazardous conditions created by a landslide. Recent projects by Caltrans have arrested the movement of the slide, providing the opportunity to reconstruct the damaged roadway and remove the hazardous conditions. This Solano Bikeway Extension/McGary Road Class 3 Bike Route project will remove the hazardous conditions, establish shoulders along the roadway to support non-motorized traffic, and re-establish a direct link between Fairfield and Vallejo. McGary Road will connect to and extend the Solano Bikeway from its current terminus in Vallejo to the City of Fairfield and reestablish a bicycle and pedestrian link between the cities of Fairfield and Vallejo that has been missing since 1998.

The Solano Bikeway Extension/McGary Road Class 3 Bike Route is a vitally important link in Solano County and the Bay Area's regional bicycle network. We strongly urge Caltrans to approve the BTA funding for this critical project.

Sincerely,

Glen Grant  
BAC Chairperson

Cc: STA Board members  
Daryl Halls, STA Executive Director  
Gene Cortright, Fairfield Public Works Director  
Paul Wiese, Solano County Engineering Manager  
Solano County Board of Supervisors  
Mayor and City Council, City of Fairfield

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DATE: November 9, 2007  
TO: STA TAC  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Solano Employer Commute Challenge Final Results

**Background:**

The Solano Employer Commute Challenge was a targeted outreach campaign for Solano County employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Commute Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 times from July to October." Incentives are to be provided through the Solano Transportation Authority(STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

STA staff met with chambers of commerce to get input and feedback about the Commute Challenge prior to its initiation. The chamber staffs were enthusiastic and supportive of the campaign and suggested employer targets in each of their communities.

Solano Employer Commute Challenge campaign materials were mailed to the targeted employers in July with telephone follow-up a week later. Information about the Commute Challenge was posted on the STA's website along with a registration form where targeted employers could indicate their interest in participating.

Employees also accessed a form on the STA website to register for the Challenge. As individual employees signed up, each received a welcome letter and a Monthly Commute Log, as well as any information requested about transit, bicycling, and carpooling options. At the end of each month, individuals submitted the completed Commute Log and the next month's Log was forwarded to them.

**Discussion:**

The Challenge ended on October 31, 2007 and the deadline for all Monthly Commute Logs was November 7<sup>th</sup>. Twenty-seven (27) large employers registered to participate in this initial Challenge. Eighteen (18) of those employers had employees that met the Challenge. Genentech in Vacaville and Goodrich in Fairfield became "Commute Champion Workplaces" where twenty (20) or more employees met the Challenge. Genentech is the "Most Outstanding Workplace" with twenty-six (26) of its employees meeting the Challenge, more than any other company.

A total of 296 employee participants signed-up to use the Monthly Commute Logs to track their usage of commute alternatives through October 31<sup>st</sup>. 133 of those registered participants became "Commute Champions" by meeting the Challenge through use of an alternative commute mode at least 30 times during the campaign period. Another 37 participants "gave it a try" and used an alternative at least 10 times between July 1<sup>st</sup> and

October 31<sup>st</sup>. The average number of trips per participant was 49. The highest number of trips was 92. The individual participants who used a commute alternative more than anyone at their company will receive the “Most Outstanding Commuter Reward.”

SNCI incentive rewards, in the form of “Commute Bucks” gift certificates, will be distributed within the next 2 months. Genentech participants will receive a recognition as the “Most Outstanding Commuter Challenge Workplace.” STA staff will coordinate the presentation of employer rewards with the companies, Chambers of Commerce, and STA Board members.

**Fiscal Impact:**

The Solano Commute Challenge (SCC) campaign is included in the Solano Napa Commuter Information budget and are funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

**Recommendation:**

Informational.

Attachments:

- A. SCC Employee Final Results Table – 11/9/07

**ATTACHMENT A**

Solano Commute Challenge  
Final Results Table - 11/9/07

27 employers  
296 registered employees

City	Employers	# registered employees	# employees met Challenge	# employees "Gave it a Try"
Benicia				
	Benicia Fabrication & Machine	0	0	0
	City of Benicia	5	4	1
	The Henry Wine Group	1	0	0
Dixon				
	Cardinal Health	0	0	0
	First Northern Bank	4	3	0
	Superior Farms	0	0	0
Fairfield/Suisun City				
	Abbott Labs	4	4	0
	Anheuser-Busch	10	6	1
	City of Fairfield	7	6	0
	Goodrich	28	22	4
	Kaiser Permanente Medical Offices	1	0	0
	Papyrus	10	8	0
	Professional Hospital Supply	1	1	0
	Solano Family & Children's Services	2	1	0
	Travis AFB	27	9	4
Rio Vista				
	California Vegetable Specialties	27	14	3
	City of Rio Vista	1	0	0
Vacaville				
	City of Vacaville	13	3	0
	Genentech	64	26	11
	Kaiser Permanente Medical Offices	16	1	4
	NorthBay Health Care	26	10	3
	Pacific Cycle	0	0	0
	Vacaville Unified School District	5	0	1
Vallejo				
	City of Vallejo	10	2	1
	Crestwood Manor	2	0	0
	Kaiser Permanente Medical Center	27	8	4
	Meyer Corporation	5	5	0

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DATE: November 9, 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 4 project delivery reminders for the TAC this month:

1. Follow up on MTC Federal Obligation Plan Federal Fiscal Year (FFY) 2007-08 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

The following two projects were the last projects to obligate funding in FY 2007-08:

<b>Projects in MTC's FY 2006-07 Federal Obligation Plan</b>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL010021</b>	Benicia - West "K" Street Rehabilitation	\$40,000 of additional \$75,000 obligated as part of revised E76. Remaining \$35,000 will be deobligated.
<b>Fairfield</b>	<b>SOL010023</b>	Hilborn Road Rehabilitation	\$23,407 not obligated as part of project. Funding will be deobligated.

The following are projects that will be included in the FY 2007-08 Federal Obligation Plan since they are the current projects in the TIP:

<b>Projects in FY 2007-08 Federal Obligation Plan</b>			
<b>Projects must submit E76 requests by March 1, 2008 for these funds.</b>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Rio Vista</b>	<b>SOL050052</b>	Rio Vista – 2 <sup>nd</sup> St. Rehabilitation	Scope revised in Nov TIP amendment submittal.
<b>Vacaville</b>	<b>SOL050059</b>	Nob Hill Bike Path	\$300,000 for ENV
<b>Vallejo</b>	<b>SOL010027</b>	Vallejo – Lemon St. Rehabilitation	\$25,000 for PE in FY 07-08. Additional \$672,000 in FY 2008-09 could be advanced.

The following are STA funding program projects that will be amended into the TIP for either FY 2007-08 funds or FY 2008-09 funds:

<b>Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP</b>				
<b>Agency</b>	<b>Project</b>	<b>STA Funding Program</b>	<b>2007-09 Total Federal Funds</b>	<b>Amendment Submitted</b>
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	NO
Benicia	State Park Road Overcrossing	TLC Capital	\$960,000	NO
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	NO
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	YES
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	YES
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$127,000	YES
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	YES
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	YES
Vacaville	Ulatis Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	YES
Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	Bike/Ped	\$37,098	YES

\*Included TE funded projects are considered federal, but are programmed by the California Transportation Commission (CTC) as part of the State Transportation Improvement Program (STIP) process, not the MTC TIP process. Solano Bicycle Pedestrian Projects use a combination of TDA Article 3 funding and federal funding. TDA-Article 3 funding is not listed.

Projects that are programmed in FY 2008-09 have the opportunity to advance their projects into FY 2007-08 using “expedited project selection” through Caltrans Local Assistance. Projects that are advanced in this fashion will be held to FY 2008-09 project delivery deadlines and given the flexibility to request obligation sooner using FY 2007-08 obligation authority. This will be done on a case-by-case basis between Caltrans local assistance and MTC.

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.

<b>September 2007 Inactive Projects (and projects carried over from March 2007 period)</b>			
<ul style="list-style-type: none"> <li>• Submit an invoice by November 8, 2007</li> <li>• Submit a justification form or deobligation request by November 28, 2007.</li> </ul>			
<b>Agency</b>	<b>Project</b>	<b>Unexpended Funds</b>	<b>Status</b>
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	In final voucher process
Vacaville	Alamo Creek, N. Side Fr. Alamo To Marshall Rd , Ped/Bike Path	\$111,515.30	Invoice sent in August.
<b>Projects that will become inactive by December 2007</b>			
Fairfield	Rockville Rd.& Redtop Rd. & In City Of Dixon , Park & Ride, Info-Ctr, Trans. Ctr.	\$276,655	Last billed 10/7/2005.
<b>Projects that will become inactive by March 2008</b>			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	\$582,302	Last billed 1/26/2007.

3. STA Project Delivery Working Group, November 27, 2007:

The Solano PDWG agenda for November 27 will be emailed out to PDWG and TAC members by November 20<sup>th</sup> for their review.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 6, 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
San Francisco Bay Trails Project	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	<b>Open Until Funds Exhausted; Currently Accepting Applications</b>
State-legislated Safe Routes to School (SR2S) Program	Slyvia Fung, Caltrans (510) 286-5226	<b>November 16, 2007</b>
2008 Regional Signal Timing Program*	Shruti Hari, Metropolitan Transportation Commission (MTC) (510) 817-5960	<b>November 16, 2007</b>
Federal Transit Administration (FTA) Non-Urbanized Area Formula (Section 5311) Program*	Anne Richman, Metropolitan Transportation Commission (MTC) (510) 817-5722	<b>November 27, 2007</b>
Environmental Enhancement and Mitigation Program 2007-2008*	Charles Chung, State of California Resources Agency (916) 654-9923	<b>November 30, 2007</b>
Bicycle Transportation Account (BTA)	David Prieb, Caltrans, (916) 653-0036	<b>December 3, 2007</b>
Federal Transit Administration's New Freedom Program (49 USC Section 5317)*	Christina Atienza, Metropolitan Transportation Commission (510) 817-5828	<b>December 14, 2007</b>
Federal Safe Routes to School (SRTS) Program	Slyvia Fung, Caltrans (510) 286-5226	<b>December 30, 2007 (Tentative)</b>

\* New funding opportunity



**FUNDING OPPORTUNITY**

**San Francisco Bay Trails Project**

**No Due Date: Applications Open Until Available Funding is Exhausted**

**TO:** STA TAC  
**FROM:** Sara Woo, Planning Assistant

This summary of the San Francisco Bay Trails Project is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Cities, counties and districts with planned trails are eligible to apply.
- Program Description:** The Bay Trail Project proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays.
- Funding Available:** Approximately \$6 million is available under the program.
- Eligible Projects:** Projects with San Francisco Bay Trails.

- Examples:**
- City of Benicia – Benicia State Recreation Area Bay Trail \$100,000, FY 01/02; Completed September 2003
  - County of Solano – Solano Countywide Trails Plan \$46,000, FY 01/02; Completed February 2004

**Further Details:** <http://baytrail.abag.ca.gov/>

**Program Contact Person:** Maureen Gaffney, Bay Trail Planner (ABAG), (916) 651-8576, [maureeng@abag.ca.gov](mailto:maureeng@abag.ca.gov)

**STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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FUNDING OPPORTUNITY  
**California State-legislated Safe Routes to School (SR2S)  
Program**  
Application Due November 16, 2007

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the SR2S Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and counties.

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

Funding Available: Approximately \$25.5 million is available for FY 2007/2008; local match is 10 percent.

Eligible Projects: Capital improvements related to bicycle and pedestrian facilities, public outreach, and education.

- Examples:
- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100 to construct sidewalk improvements, curb cuts, and crossing improvements
  - City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
  - County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000 to construct curb, gutter, sidewalks, and curb ramps

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, [Sylvia.fung@dot.ca.gov](mailto:Sylvia.fung@dot.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075 [swoo@sta-snci.com](mailto:swoo@sta-snci.com)



FUNDING OPPORTUNITY

**2008 Regional Signal Timing Program**

Applications Due November 16, 2007

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the 2008 Regional Signal Timing Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: The 2008 Regional Signal Timing Program provides assistance from MTC's consultants for development and implementation of new time-of-day traffic signal coordination plans for weekday peak periods.

Funding Available: Approximately \$1.125 million is available under the program.

Eligible Projects: Projects for retiming traffic signals.

Further Details: [http://www.mtc.ca.gov/services/arterial\\_operations/downloads/RSTP/RSTP\\_App.pdf](http://www.mtc.ca.gov/services/arterial_operations/downloads/RSTP/RSTP_App.pdf)

Program Contact Person: Shruti Hari, Metropolitan Transportation Commission (MTC), (510) 817-5960, [shari@mtc.ca.gov](mailto:shari@mtc.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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**FUNDING OPPORTUNITY**  
**Federal Transit Administration (FTA) Non-Urbanized Area Formula (Section 5311) Program**  
*Applications Due November 27, 2007*

**TO:** STA TAC  
**FROM:** Sara Woo, Planning Assistant

This summary of the Federal Transit Administration (FTA) Non-Urbanized Area Formula (Section 5311) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Public agencies, non-profit agencies, and Indian tribes are eligible to apply.
- Program Description:** The Section 5311 program provides capital, preventative maintenance, and operating assistance for existing transit services or service expansions.
- Funding Available:** Estimated funding for Section 5311 Program is for two Fiscal Years (FY):
- \$368,104 (FY 2007-2008)
  - \$1,349,626 (FY 2008-2009)
- Eligible Projects:** Capital and operating expenses for general public transportation services to non-urbanized areas (any area outside designated urbanized areas).
- Further Details:** <http://www.mtc.ca.gov/funding>
- Program Contact Person:** Anne Richman, Metropolitan Transportation Commission (MTC), (510) 817-5722, [arichman@mtc.ca.gov](mailto:arichman@mtc.ca.gov)
- STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)
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**FUNDING OPPORTUNITY**  
**Environmental Enhancement and Mitigation Grant  
Program (EEMP) for 2007-2008**  
Applications Due November 30, 2007

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Environmental Enhancement and Mitigation Grant Program (EEMP) 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:** Local, state, and federal governmental agencies and nonprofit organizations.

**Program Description:** The EEMP is designed to fund projects that mitigate environmental impacts caused by new or modified state transportation facilities.

**Funding Available:** Approximately \$10 million is available under the program. Grants will be limited to \$350,000 per project.

**Eligible Projects:** Projects in the following three categories are eligible:

1. Highway Landscape and Urban Forestry  
Projects designed to improve air quality through the planting of trees and other suitable plants
2. Resource Lands  
Projects for the acquisition, restoration, or enhancement of watersheds, wildlife habitat, wetlands, forests, or other significant natural areas.
3. Roadside Recreational  
Projects for the acquisition and/or development of roadside recreational opportunities

**Further Details:** <http://www.resources.ca.gov/eem/>

**Program Contact Person:** Charles Chung, State of California Resources Agency, (916) 654-9923, [charles.chung@resources.ca.gov](mailto:charles.chung@resources.ca.gov)

**STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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**FUNDING OPPORTUNITY**

**Bicycle Transportation Account (BTA)**

**Applications Due December 3, 2007**

**TO:** STA TAC  
**FROM:** Sara Woo, Planning Assistant

This summary of the Bicycle Transportation Account (BTA) 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.

**Program Description:** The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

**Funding Available:** Approximately \$7.2 million is available for FY 2007/2008; with 10 percent local match. Maximum amount per applicant is \$1.8 million.

**Eligible Projects:** Capital improvements related to bicycle facilities.

**Further Details:** <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

**Program Contact Person:** David Prieb, Caltrans, (916) 653-0036, david\_prieb@dot.ca.gov  
Ken McGuire, Caltrans (916) 653-2750, ken.mcguire@dot.ca.gov

**STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075  
swoo@sta-snci.com

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**FUNDING OPPORTUNITY**  
**Federal Transit Administration's New Freedom Program**  
**(49 USC Section 5317)**  
Applications Due November 14, 2007

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Federal Transit Administration's New Freedom Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local government authorities and public transportation operators.

Program Description: The program is intended to support new public transportation services and/or alternatives beyond those required by the Americans for Disabilities Act of 1990 for urbanized areas in the Bay Area.

Funding Available: Approximately \$1.54 million is available for FY 2007/2008; 20% local match for capital projects; 50% local match for operating projects.

The large Urbanized Area (UA) apportionment amounts are as follows:

- Antioch - \$56,232
- Concord - \$127,429
- San Francisco-Oakland - \$885,254
- San Jose - \$404,370

Santa Rosa - \$71,947

Eligible Projects: Paratransit enhancements, feeder services, accessibility improvements to transit and intermodal stations not designated as key stations, and travel training.

Further Details: [www.mtc.ca.gov/funding/new\\_freedom.htm](http://www.mtc.ca.gov/funding/new_freedom.htm)

Program Contact Person: Christina Atienza, Project Engineer (MTC), (510) 817-5828, [catischenza@mtc.ca.gov](mailto:catischenza@mtc.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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**FUNDING OPPORTUNITY**

**Federal Safe Routes to School (SRTS) Program**

**Applications Due December 30, 2007 (Tentative)**

**TO:** STA TAC  
**FROM:** Sara Woo, Planning Assistant

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

- Eligible Project Sponsors:** State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.
- Program Description:** The program is intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school.
- The second FY 2007/2008 call for projects is currently unknown, but generally anticipated for September 2007.
- Funding Available:** Approximately \$26.8 million is available for FY 2007/2008; no local match, 100 percent federally reimbursed.
- Eligible Projects:** Infrastructure projects: capital improvements related to bicycle and pedestrian facilities  
Non-infrastructure projects: programs and strategies that increase public awareness and education
- Further Details:** <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>
- Program Contact Person:** Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, [Sylvia.fung@dot.ca.gov](mailto:Sylvia.fung@dot.ca.gov)
- STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)
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**Solano Transportation Authority  
Board Meeting Highlights  
October 10, 2007  
6:00 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STA Clerk of the Board  
**RE:** Summary Actions of the October 10, 2007 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of October 10, 2007. If you have any questions regarding specific items, please call me at 424-6008.

**BOARD MEMBERS PRESENT:**

Anthony Intintoli (Chair)	City of Vallejo
Steve Messina (Vice Chair)	City of Benicia
Mike Smith (Alternate Member)	City of Dixon
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

**ACTION – FINANCIAL ITEMS**

**A. Proposition 1B Trade Corridors Improvement Fund (TCIF)**

Recommendation:

Approve the following STA Priorities for Proposition 1B TCIF:

1. Cordelia Truck Scales Relocation (First Phase); and
2. The Martinez Subdivision and Capital Corridor Operational Improvements Projects.

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

**B. 2008 State Transportation Improvement Program (STIP)**

Recommendation:

Approve the Draft 2008 STIP as specified in Attachment B with the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority project.

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

#### **ACTION - NON-FINANCIAL ITEMS**

##### **A. Selection of 2008 Chair and Vice Chair**

###### Recommendation:

Approve the following:

1. Selection of the STA Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007;

On a motion by Board Member Spering, and a second by Board Member Augustine, the STA Board unanimously approved the selection of Ed Woodruff (City of Rio Vista) as Chair.

2. Selection of the STA Vice-Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007; and

On a motion by Vice Chair Messina, and a second by Board Member Augustine, the STA Board unanimously approved the selection of Jim Spering (County of Solano) as Vice Chair.

3. Request the new Chair Designate the STA Executive Committee for 2008.

Elected Chair Woodruff notified the Board that he has designated Board Members Augustine, Price, and Spering as members of the 2008 Executive Committee.

##### **B. Comprehensive Transportation Plan (CTP) Update**

###### Recommendation:

Adopt the attached scheduled for updating the Solano Comprehensive Transportation Plan.

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

#### **CONSENT CALENDAR ITEMS**

##### **A. STA Board Special Meeting Minutes of September 26, 2007**

###### Recommendation:

Approve STA Board Special Minutes of September 26, 2007.

##### **B. STA Board Meeting Minutes of September 12, 2007**

###### Recommendation:

Approve STA Board Minutes of September 12, 2007.

##### **C. Review TAC Draft Minutes for the Meeting of September 26, 2007**

###### Recommendation:

Receive and file.

**D. Fiscal Year 2006-07 4<sup>th</sup> Quarter Budget Report**

Recommendation:

Review and file.

**E. Amending Solano Transportation Authority (STA)'s Travel Policy**

Recommendation:

By simple motion, approve the following:

1. The Amendments to Accounting Policy G which deals with out-of-state travel (Attachment B); and
2. Out-of-state travel for STA's Assistant Project Manager to serve on panel at the National Safe Routes to School Conference in Michigan.

**F. Authorizing the Executive Director to Sign Agreements/Documents with/for the California Department of Transportation (Caltrans)**

Recommendation:

Approve the attached Resolution 2007-10 delegating authorization to the Executive Director or the Acting Executive Director to execute Cooperative Agreements, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, as well as any required right-of-way certifications and any amendments with or for Caltrans or FHWA to facilitate the delivery of transportation projects in Solano County.

**G. Proclamations of Appreciation for Retiring City Managers, Kevin O'Rourke, City of Fairfield and Warren Salmons, City of Dixon**

Recommendation:

Approve the following:

1. Proclamation of Appreciation for Kevin O'Rourke upon his retirement as City Manager for the City of Fairfield; and
2. Proclamation of Appreciation for Warren Salmons upon his retirement as City Manager for the City of Dixon

**H. Solano Transportation for Livable Communities (TLC) Program Implementation Plan**

Recommendation:

Approve the following:

1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and
2. Develop a Funding Plan for the City of Rio Vista TLC Waterfront Project.

**I. Extension of Contract for State Legislative Services – Shaw/Yoder, Inc.**

Recommendation:

Authorize the Executive Director to execute contract Amendment No. 8 to the existing Lobbying Consultant Services Agreement between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services through September 30, 2008 for an amount not to exceed \$44,400.

**J. Federal Legislative Advocacy Requests for Qualifications (RFQ)**

Recommendation:

Approve the following:

1. Authorize the Executive Director to solicit Requests For Qualifications (RFQ) for federal legislative advocacy services and enter into a contract with the selected firm from January 1, 2008 through December 31, 2009 at a cost not to exceed \$180,000;
2. The expenditure of an amount not to exceed \$45,000.00 to cover the STA's contribution for this contract; and
3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.

**K. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan**

Recommendation:

Approve the following:

1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A;
2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented; and
3. Amend the 3-Year Plan to combine the recommended funding from FY 2007-08 (\$73,000) with FY 2008-09 (\$12,000) for a total of \$85,000 for the Fairfield West Texas Street Gateway Project.

**L. Solano Pedestrian Advisory Committee (PAC) Member Appointment**

Recommendation:

Appoint Tri-City and County Cooperative Planning Group's Brian Travis to the Pedestrian Advisory Committee for a three-year term.

**M. Regional Paratransit Funding Policy**

Recommendation:

Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.

**N. Solano Transit Consolidation Study Contract Amendment**

Recommendation:

Authorize the Executive Director to amend the existing contract with DKS Associates to conduct Phase II of the countywide Transit Consolidation Study in an amount not-to-exceed \$60,000.

**O. I-80/I-680/State Route (SR) 12 Interchange Project Implementation**

Recommendation:

Approve the attached Resolution 2007-11 for \$13.5 million of RM 2 funds for completion of the I-80/I-680/SR12 Interchange EIR/EIS, including detailed preliminary engineering.

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

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

**A. Caltrans Report:**

None presented.

**B. MTC Report:**

None presented.

**C. STA Report:**

1. Board Member Woodruff presented a Proclamation of Appreciation to outgoing Chair Intintoli.
2. Board Member Woodruff presented a Proclamation of Appreciation to outgoing Vice Chair Messina.
3. Jayne Bauer presented the nominations for STA's 10<sup>th</sup> Annual Awards.
4. Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge. He stated that the next SR 12 Steering Committee is scheduled to meet on September 27, 2007 (10:00 a.m.) at the Western Railroad Museum.
5. Judy Leaks highlighted the SNCI Program Year –End Report.

**INFORMATIONAL ITEMS**

**A. 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs**

Janet Adams distributed and outlined the Draft 10-year State Transportation Improvement Program (STIP) Investment Plan.

**NO DISCUSSION**

**B. North Connector Project – Status Update**

**C. Route 30 Performance Update for Fiscal Year (FY) 2006-07**

**D. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Year-End Report**

**E. Solano Napa Travel Demand Model Update**

**F. State Route (SR) 12 Status Update**

**G. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2006-07**

**H. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County – Fund Estimate Update**

**I. Project Delivery Update**

**J. Funding Opportunities Summary**

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

**ADJOURNMENT**

The STA Board meeting was adjourned at 7:20 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, December 12, 2007, 6:00 p.m. at the Suisun City Hall.**



DATE: November 8, 2007  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2008

**Background:**

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2008 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2008



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2008**

**ATTACHMENT A**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 2	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 10	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Fri., January 18	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., January 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., March 14	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., March 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., March 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., May 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 19	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., September 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 12	6:00 p.m.	STA's 11 <sup>th</sup> Annual Awards	TBD - Rio Vista	TBD
Thurs., November 14	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., November 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., November 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

**SUMMARY:**

STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Odd Month  
 PCC: Meets 3<sup>rd</sup> Fridays of every Odd Month