



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

**1:30 p.m., Wednesday, January 2, 2008  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

*Members:*

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

**ITEM**

**STAFF PERSON**

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**  
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF**  
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**  
*Recommendation: Approve the following consent items in one motion.*  
(1:40 – 1:45 p.m.)
  - A. Minutes of the TAC Meeting of November 28, 2007**  
*Recommendation:*  
*Approve minutes of November 28, 2007.*  
**Pg. 1**
  - B. Solano County Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects**  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the following:*
    1. \$207,253 in FY 2008-09 TFCA Program Manager Funds for Solano Napa Commuter Incentives Program; and
    2. Issue a call for projects for the remaining FY 2008-09 TFCA Program Manager Funds.**Pg. 9**

Daryl Halls, Chair

Johanna Masiclat

Robert Guerrero

**TAC MEMBERS**

<u>Dan Schiada</u>	<u>Royce Cunningham</u>	<u>Gene Cortright</u>	<u>Brent Salmi</u>	<u>Fernando Bravo</u>	<u>Dale Pfeiffer</u>	<u>Gary Leach</u>	<u>Paul Wiese</u>
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

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

Robert Guerrero

Recommendation:

*Forward a recommendation to the STA Board to adopt the North Connector Transportation for Livable Communities Corridor Concept Plan.*

**Pg. 13**

**VI. ACTION FINANCIAL ITEMS**

**A. Request for Proposals for I-80/I-680/I-780 Corridors Highway Operations Implementation Study**

Sam Shelton

Recommendation:

*Recommend that the STA Board authorize the Executive Director to:*

- 1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and*
- 2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.*

(1:45 – 2:00 p.m.)

**Pg. 17**

**B. State Transit Assistance Funds (STAF) Fund (FY) 2007-08 Amendment No. 3**

Elizabeth Richards

Recommendation:

*Recommend the STA Board approve the following:*

- 1. The amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:
  - a. Transit Consolidation Study Phase II (\$60,000);*
  - b. Vallejo Request for SB 976 Transition Plan Support (\$70,000);*
  - c. Benicia Local Transit Assessment Study (\$30,000);*and*
- 2. Prioritize future STAF funding to cover costs associated with Vallejo Transit operation of Rt. 70 and potential operation of Benicia's Intercity Paratransit service.*

(2:00 – 2:10 p.m.)

**Pg. 33**

**C. Request for State Partnership Planning Grant Funds for Local Match for State Route (SR) 12 I-80 to I-5 Corridor Study and Formation of SR 12 Corridor Advisory Committee**

Robert Macaulay

Recommendation:

*Recommend the STA Board approve the following:*

- 1. Adopt a Resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$300,000 for the SR 12 I-80 to I-5 Corridor Study; and*

2. *Initiate creation of the SR 12 Corridor Advisory Committee, and invite participation of SJCOG and SACOG, with the membership and purposes specified in Attachment A.*

Robert Macaulay

(2:10 – 2:20 p.m.)

**Pg. 45**

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

### **A. Draft Countywide Safe Routes to School (SR2S) Plan**

Sam Shelton

#### Recommendation:

*Recommend the following to the STA Board:*

1. *STA's Draft Countywide Safe Routes to School Plan;*
2. *Authorize STA Staff to create a STA Safe Routes to School Program based on the STA's Countywide Safe Routes to School Plan's countywide priorities; and*
3. *Designate the STA's Safe Routes to School Steering Committee as a permanent advisory committee for a new STA Safe Route to School Program.*

(2:20 – 2:30 p.m.)

**Pg. 51**

### **B. Solano Comprehensive Transportation Plan Purpose Statement and Organization**

Robert Macaulay

#### Recommendation:

*Recommend that the STA Board adopt the Purpose Statement, Goals and Organization as specified in the staff report for the Solano Comprehensive Transportation Plan.*

(2:30 – 2:40 p.m.)

**Pg. 69**

### **C. SR 113 Major Investment and Corridor Study Update**

Robert Macaulay

#### Recommendation:

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

1. *Seek policy direction clarifying the focus of the primary purpose of SR 113 MIS and Corridor Study to serve local and sub-regional trips rather than regional through trips; and*
2. *Clarify that the evaluation of a toll lane concept is on the feasibility of a toll lane rather than as an alternate alignment of SR 113.*

(2:40 – 2:45 p.m.)

**Pg. 75**

### **D. Route 30 and Route 90 Status Update**

Liz Niedziela

#### Recommendation:

*Forward to the STA Board to receive and file.*

(2:45 – 2:50 p.m.)

**Pg. 97**

- E. **Solano Paratransit Status Update** Liz Niedziela  
Recommendation:  
*Forward to the STA Board to receive and file.*  
(2:50 – 2:55 p.m.)  
**Pg. 103**
  
- F. **STA's Final Draft 2008 Legislative Priorities and Platform** Jayne Bauer  
Recommendation:  
*Forward STA's Final Draft 2008 Legislative Priorities and Platform to the STA Board for approval.*  
(2:55 – 3:00 p.m.)  
**Pg. 109**

**VIII. INFORMATIONAL ITEMS - DISCUSSION**

- A. **Regional Transportation Plan (RTP) Call for Projects Status** Robert Macaulay  
Informational  
(3:00 – 3:10 p.m.)  
**Pg. 119**

**NO DISCUSSION**

- B. **Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2008-09** Liz Niedziela  
Informational  
**Pg. 121**
  
- C. **Federal Transit Administration (FTA) Section 5311 Funding for Fiscal Year (FY) 2007-08 and 2008-09** Liz Niedziela  
Informational  
**Pg. 123**
  
- D. **State Route (SR) 12 Status Update** Robert Macaulay  
Informational  
**Pg. 127**
  
- c E. **Project Delivery Update** Sam Shelton  
Informational  
**Pg. 131**
  
- F. **Funding Opportunities Summary** Sara Woo  
Informational  
**Pg. 135**
  
- G. **STA Board Highlights – December 12, 2007** Johanna Masiclat  
Informational  
**Pg. 139**

**H. STA Board and Advisory Committee Meeting Schedule  
for 2008**  
*Informational*  
**Pg. 145**

Johanna Masiclat

**IX. ADJOURNMENT**

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

**THIS PAGE INTENTIONALLY LEFT BLANK**

---



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**November 28, 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
	Brent Salmi	City of Rio Vista
	Fernando Bravo	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

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

<b>Others Present:</b>	Birgitta Corsello	County of Solano
<i>(In Alphabetical Order)</i>	Ngozi Ezekwo	Caltrans District 4
	Matt Lasky	Alta Planning
	Michael Vecchio	Alta Planning

## II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Royce Cunningham, the STA TAC unanimously approved the agenda with the request to immediately discuss the following items:

- At the request of the City of Vallejo's Gary Leach, Agenda Item VI.C, 2008 STIP and ECMAQ Proposed Programming was moved forward for immediate discussion.
- Agenda Item VIII.C, Draft Countywide Safe Routes to School (SR2S) Plan was also presented for immediate discussion.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** None presented.

## V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Fernando Bravo, the STA TAC approved Consent Calendar items A and E with the exception to pull for discussion V.B, SR 12 East Project Management Services.

### A. Minutes of the TAC Meeting of September 26, 2007

Recommendation:

Approve minutes of September 26, 2007.

### B. State Route (SR) 12 East Project Management Services

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.

Paul Wiese requested an update on STA's efforts to recruit a Project Manager/Project Engineer. Janet Adams responded that there has been no interest in the advertisement and the STA is currently looking to develop staff internally.

Gene Cortright requested clarification on the \$700,000 basis for the cost estimate for the PSR on the SR 12 Median Barrier.

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

**C. Project Delivery Form for STA Funding Applications**

Recommendation:

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

**D. Solano Bicycle Advisory Committee (BAC) 2008 Work Plan**

Recommendation:

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

**E. Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan**

Recommendation:

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

**VI. ACTION – FINANCIAL ITEMS**

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

Janet Adams reviewed the 10-Year Investment Plan for Highways and Major Transit Capital Projects. She indicated that the Tier One priority for the Highway/Major Road Projects in the 2008 STIP is the Jepson Parkway segments and the Tier One for Major Transit Projects are the Vallejo Ferry Maintenance Facility (Phases 1 and 2) and the Vacaville Intermodal Station (Phase 1).

At an earlier meeting of the Consortium, the City of Benicia requested to add the Benicia Industrial Park and Ride Lot (Phase 2) to Tier 2 and remove the Benicia Transit Stop Improvements from Tier 3. After discussion, the STA TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to approve the attached *revised* 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A ***to include the City of Benicia's request to add the Benicia Industrial Park and Ride Lot (Phase 2) to Tier 2 and remove the Benicia Transit Stop Improvements from Tier 3.***

On a motion by Dan Schiada, and a second by Fernando Bravo, the STA TAC unanimously approved the recommendation as amended shown in ***bold italics***.

**B. 10-Year Transit Fleet and Minor Transit Capital Investment Plan**

Elizabeth Richards summarized the 10-Year Transit Fleet and Minor Transit Capital Investment Plan. She reviewed the Tier 1 and Tier 2 vehicle replacement projects that required matching funds of a total of \$938,000 (Fairfield-Suisun Transit (5 vehicles) \$400,000; Vacaville Transit (5 vehicles) \$240,000; and Vallejo Transit (20 vehicles) \$298,000).

Recommendation:

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

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

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

Sam Shelton reported on the revised lower estimates of STIP funding and recently confirmed amounts of ECMAQ funding. He stated that STA staff is recommending new STIP funding for reduced amounts of Planning, Programming, and Monitoring (PPM) funds and the next segment of the Jepson Parkway as well as ECMAQ funding for Vacaville's Intermodal Station and the STA's Safe Routes to School Program. He also stated that existing projects must delay their programming due to the state budget crisis, delaying several projects.

After discussion with the TAC, the STA TAC amended Attachment C to recommended programming \$4.3 M to the Vallejo Ferry Maintenance Facility in FY 2009-10 and \$4.0 M to the Fairfield/Vacaville Train Station in FY 2010-11 to increase the likelihood of receiving an allocation from the CTC since the TAC determined that Vallejo's project would be ready for construction by FY 2009-10.

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 *revised to show programming \$4.3 M to the Vallejo Ferry Maintenance Facility in FY 2009-10 and \$4.0 M to the Fairfield/Vacaville Train Station in FY 2010-11* ; and
2. Program Eastern Solano Congestion Mitigation and Air Quality funding as shown in Attachment D.

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

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

Robert Guerrero recommended the STA Board to commit the estimated amount of \$150,000 of AB8 Clean Air Funds to Rio Vista's Waterfront Access Project for 2008 and 2009 to complete environmental and design phase of the project.

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.

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

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

Janet Adams reviewed the project schedule for the SR 12 Jameson Canyon Phase 1 Project. She reviewed the tight project schedule phase-milestone and recommended activities required to expedite implementation of the SR 12 Jameson Canyon Phase 1 Project.

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.

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

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

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

Robert Macaulay reviewed an initial list of projects submitted to MTC. He indicated that the cities and county are requested to review the project list and identify any changes. He added that staff will send each Public Works Director a follow-up letter after STA Board action on this item.

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.

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

**B. STA's Draft 2008 Legislative Priorities and Platform**

Jayne Bauer highlighted the five (5) key elements added to the Draft 2008 Legislative Platform and Priorities. She recommended the draft list be distributed for a 30-day review and comment period prior to forwarding the final version to the STA Board in January 2008.

At an earlier meeting, the Consortium recommended to modify language to the Legislative Priorities, Section V.6, Funding to read as follows:

6. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds *from MTC as a planning agency*.

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 and to include the modified language on Section V.6 Funding to read as follows:

6. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds *from MTC as a planning agency*.

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

**C. Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan**

Robert Guerrero announced that 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. He stated that a total of \$2,000,000 is available on a competitive basis to Federal, State and local government agencies.

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.

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

**VIII. INFORMATION ITEMS**

**A. North Connector California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) Environmental Document**

Janet Adams reported that the comment period for agency and public review ended on October 26, 2007 on the EIR document. She stated that twelve (12) comment letters were received and the comment letters for the project were provided to the STA TAC.

**B. Regional Transportation Plan (RTP) Update and Bay Area FOCUS Project**

Robert Macaulay stated that the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) unveiled the analysis of the RTP investment scenarios at the October 26<sup>th</sup>, 2007 summit. He added that, MTC will issue a Call for Projects to be included in the RTP and is developing revenue estimates for the timeframe of the RTP. STA staff is preparing for the 2008 submittal process.

**C. Draft Countywide Safe Routes to School (SR2S) Plan**

Sam Shelton and Alta Planning's Matt Lasky and Michael Vecchio presented the Draft Countywide Safe Routes to School (SR2S) Plan (November 2007). They stated that \$240,000 in funding is being considered as part of this pilot program for pedestrian path, bike path, and transit improvements near schools.

Sam Shelton added that 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.

**NO DISCUSSION**

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

**E. Community Based Transportation Plan (CBTP) Status**

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

- G. Western Contra Costa County I-80 Integrated Corridor Mobility Project**
- H. City of Fairfield McGary Road Bicycle Transportation Account (BTA) Grant Submittal Support Letter**
- I. Solano Employer Commute Challenge Final Results**
- J. Project Delivery Update**
- K. Funding Opportunities Summary**
- L. STA Board Highlights – October 10, 2007**
- M. STA Board and Advisory Committee Meeting Schedule for 2008**

**IX. ADJOURNMENT**

The meeting was adjourned at 4:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 2, 2008.**

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 13, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Solano County Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects

**Background:**

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

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

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

On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that committed \$195,000 in TFCA funding to the Solano Napa Commuter Information's (SNCI) Rideshare Program on an annual basis in addition to dedicating Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program funds. The basis for the funding split was to commit clean air funding from both the Bay Area Air Basin and from the Yolo Solano Air Basin to the SNCI's rideshare incentives program.

SNCI's program was approved to receive slightly more funding from the ECMAQ funds than TFCA funds, (i.e. \$227,247 for FY 2007-08 and \$207,753 in FY 2008-09 from TFCA). However, in June 2007, the STA Board was informed that a shortfall of ECMAQ was expected and approved an increased funding amount of \$227,247 from TFCA funds from the original approved amount of \$195,000. In September 2007, the STA Board formally approved a decreased allocation of \$195,000 from ECMAQ funds for both FY 2007-08 and FY 2008-09.

The STA Board's intention was to increase TFCA funding and decrease the total amount dedicated from ECMAQ funding for SNCI's program to make up for the expected shortfall in ECMAQ funding.

**Discussion:**

Although the STA Board approved the decrease in ECMAQ funding for FY 2008-09 for SNCI's program, a formal action was not taken to increase the TFCA funding from \$195,000 to \$207,753 as was intended. STA staff is recommending the STA Board approve the total amount at this time to ensure that SNCI's rideshare activities continues to operate at the existing level of service. STA staff is also recommending that the STA Board initiate a call for projects for the remaining balance of FY 2008-09 TFCA funds.

The BAAQMD TFCA process continues to be a challenge for all of the nine Congestion Management Agencies (CMA's), including STA. The Air District provides for a relatively short timeframe for each CMA to review and approve projects without formal guidelines in place. The Air District staff is currently working with the CMA's to create a better process in the future. The deadline for STA to submit the FY 2008-09 TFCA projects to the BAAMQD is April 1, 2008. Staff's proposed schedule to complete the TFCA approval process is:

January 9, 2008	STA Call for Projects for the TFCA Program Manager funds
January 10, 2008	TFCA Program Manager applications distributed to eligible applicants
January 15, 2008	TFCA workshop for potential applicants
<i>Late January 2008</i>	<i>BAAQMD adopts TFCA guidelines</i>
February 8, 2008	TFCA Program Manager applications due to the STA
<i>Early February 2008</i>	<i>BAAQMD provides STA with actual amount of TFCA funding available to program for FY 2008-09</i>
February 27, 2008	STA TAC reviews and recommends FY 2008-09 TFCA Program Manager Projects for STA Board approval
March 12, 2008	STA Board Approves FY 2008-09 TFCA Program Manager Projects
April 1, 2008	Solano County FY 2008-09 TFCA Program Manager Projects due to the Air District

**Fiscal Impact:**

The actual Solano County TFCA Program Manager funding will be reported mid-February 2008 by the BAAQMD. STA staff estimates a total of \$315,000 will be available based on an average of past funding amounts; however, this amount is an estimate and will be adjusted when the actual amount available is reported by the Air District in February. Approximately \$107,747 will be available for clean air projects after \$207,253 is committed to SNCI's ridesharing incentives program.

**Recommendation:**

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

1. \$207,253 in FY 2008-09 TFCA Program Manager Funds for Solano Napa Commuter Incentives Program; and
2. Issue a call for projects for the remaining FY 2008-09 TFCA Program Manager Funds.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 14, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: North Connector Transportation for Livable Communities (TLC) Corridor  
Concept Plan

**Background:**

The STA began the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan in January 2007. The corridor concept plan is related to the I-80/I-680/State Route (SR) 12 Interchange's North Connector Project. The TLC Corridor Concept Plan's scope encompasses the planned North Connector roadway segments between Abernathy Road and SR 12/Jameson Canyon as well as adjacent streets in the Fairfield and Solano County jurisdictions. The primary purpose of this plan is to develop design improvements with TLC concepts, which include alternative modes connections, such as bicycle and pedestrian, to residential, employment, civic and retail land uses throughout the corridor.

The planning and engineering firm ARUP was selected to assist in the development of the plan. ARUP and STA staff met three (3) times with a working group consisting of staff from Solano County and City of Fairfield planning and public works departments. Staff also provided a presentation of the corridor's opportunities and constraints to a joint meeting with the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8, 2007. On May 10, 2007, the staff working group and ARUP hosted a Public Workshop at Nelda Mundy Elementary School. The public workshop attendance was relatively small which allowed staff and consultants to give participants more detailed information regarding the project's parameters.

**Discussion:**

The North Connector TLC Corridor Concept Plan includes:

- A detailed background on the plan,
- Existing conditions,
- Potential types of TLC improvements/components,
- Corridor design themes,
- Conceptual bicycle, pedestrian, and transit improvements, and
- Preliminary cost estimates for concept projects

The STA staff and the consultant provided a presentation on the draft Plan to the STA Board on September 12, 2007. The STA Board unanimously agreed to release the draft Plan for public comment with STA staff accepting comments until October 11, 2007. Since then, STA staff and the consultant developed a final draft Plan based on the comments received. Enclosed is a copy of the North Connector TLC Corridor Concept Plan. STA staff is recommending approval of the plan at this time.

Upon STA Board approval, STA staff will work with the City of Fairfield and Solano County staff to have each agency also adopt the Plan. This action will assist in implementing the conceptual recommendations to the North Connector corridor as part of future bicycle, pedestrian, transit, and roadway improvements.

**Fiscal Impact:**

This project is fully funded through the STA's Transportation Planning Land Use Solutions (T-PLUS) funds for a total of \$40,000.

**Recommendation:**

Forward a recommendation to the STA Board to adopt the North Connector Transportation for Livable Communities Corridor Concept Plan.

Attachment:

- A. North Connector TLC Corridor Concept Plan

**ATTACHMENT A**

**A copy of the North Connector TLC Corridor Concept Plan  
has been provided to the TAC Members.**

**Copies may be requested by contacting the STA Office at (707) 424-6075**

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 14, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Request for Proposals for I-80/I-680/I-780 Corridors Highway Operations Implementation Study

**Background:**

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. In October 2006, STA staff, in partnership with MTC, submitted a Partnership Planning Grant for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous "I-80/I-680/I-780 Corridor Major Investment and Corridor Study" and MTC's "Freeway Performance Initiative (FPI)." In the Spring of 2007, the Caltrans awarded \$250,000 for this grant project.

**Discussion:**

The Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) propose to create a partnership with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County. The proposed plan is Phase II of the completed 2004 I-80/I-680/I-780 Major Investment and Corridor Study.

Attached for the Technical Advisory Committee's (TAC) review is a request for proposals for the "I-80/I-680/I-780 Corridors Highway Operations Implementation Study" (see Attachment A). The Solano Transportation Authority (STA), in coordination with the Metropolitan Transportation Commission (MTC), intends to retain a qualified and committed professional planning firm/team to work closely with the STA, MTC, and Caltrans to prepare the I-80/I-680/I-780 Corridors Highway Operations Implementation Study by completing the following major tasks:

1. Budget
2. Partnership
3. Background/Research
4. Operational Improvement Analysis
5. Landscape and Hardscape Recommendations
6. Project Development Meetings (ongoing)
7. Public Outreach (ongoing)
8. Funding Options for Operational Improvements
9. Final Document

Details of each task can be found in Attachment A. The focus of the scope of services will rest on the “Operational Improvement Analysis”, “Landscape and Hardscape Recommendations” and “Public Outreach” tasks.

The Operations Improvement Analysis task will require analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC’s FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.

The Landscape and Hardscape Recommendations task will require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.

The Public Outreach task will require conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

STA Staff plans to hold a RFP workshop in the end of January 2008 to help consultants better understand what is requested in the RFP and to encourage multiple applicants.

**Fiscal Impact:**

A local match of twenty percent (20%) or \$62,500 is required for this grant program. The STA’s FY 2007/08 Budget provides State Transit Assistance Funds (STAF) funds as the local match.

**Recommendation:**

Recommend that the STA Board authorize the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

**Attachments:**

- A. Request for Proposals for I-80/I-680/I-780 Corridors Highway Operations Implementation Study

**Request for Proposals  
(RFP # 2007-2009)**

**For the  
I-80/I-680/I-780 Corridors Highway Operations Implementation Study**

*Table of Contents*

---

Introduction.....2  
Background.....2  
Final Product.....3  
Scope Of Service Tasks .....3  
Disadvantaged Business Enterprise (DBE) / Non-Discrimination .....8  
RFP Submittal Requirements.....9  
Selection Of Consultant.....11  
Selection Process And Project Schedule .....12

*Disadvantaged Business Enterprise (DBE) Exhibits*

---

- Attachment A – Notice to Bidders/Proposers – Exhibit 10-I
- Attachment B – Agreement for Subcontractor/DBE Participation – Exhibit 10-J
- Attachment C – Final Report Utilization of DBE
- Attachment D – DBE Consultant Contract Information Form - Exhibit 10-O

**THIS PAGE INTENTIONALLY LEFT BLANK**

## **INTRODUCTION**

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

The Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) propose to create a partnership with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County. The proposed plan is Phase II of the completed 2004 I-80/I-680/I-780 Major Investment & Corridor Study.

## **BACKGROUND**

I-80/I-680/I-780 corridors are the main freeway corridors in Solano County directly connecting the cities of Benicia, Vallejo, Fairfield, Vacaville, and Dixon to the San Francisco Bay Area and the Sacramento region. The corridors immediately connect Solano County to Contra-Costa to the south/ south-east and Yolo County to the north. I-80 is considered as the mainline freeway through Solano County since I-680, I-780 and four other State Routes/Highways (SR 12, SR 37, SR 113, and SR 29) intersect I-80 at various locations throughout the county. A detailed map of the project location is included as Attachment C on page 18.

The I-80/I-680/I-780 freeway corridors form the backbone of Solano County's roadway network. These facilities serve a number of users, including, but not limited to: goods movement, commute traffic, regional through trips, intercity travel and recreational traffic, both regional and local in nature. According to Bay Area RIDES Commuter Profile, Solano County continues to have highest rate of carpooling and vanpooling in the San Francisco Bay Area without the provision of carpool/HOV lanes. While traffic flows are substantial on these roadways throughout the day, distinctly recognizable peaks occur in the morning and evening commute hours.

Currently, the Solano Transportation Authority (STA) does not have highway corridor operation policies to provide guidance for capital improvement projects related to the areas of Intelligent Transportation Solutions (ITS), Ramp Metering, High Occupancy Vehicle (HOV) Lanes, and visual features such as landscaping, hardscaping, and sound walls aesthetics.

The I-80/I-680/I-780 Corridors Highway Operations Implementation Plan is considered Phase 2 of the STA's I-80/I-680/I-780 Major Investment and Corridor Study (Phase 1) completed in July 2004. Phase 1 was developed in partnership with Caltrans District 4 and MTC. It identified specific capital improvements related to highway, ridesharing and transit projects along the I-80/I-680/I-780 corridors in Solano County. Many of the improvements identified in Phase 1 are now in different stages of being completed. The improvements are being undertaken by local agencies and Caltrans in coordination with the STA and MTC. However, as Solano County continuously improves the highway corridors, these

improvements must include a long-range Intelligent Transportation System (ITS) vision, ramp metering, HOV Lanes and a visual look that links the improvements throughout the County.

The specific purpose of the project is to:

- Create a multi-regional partnership with Caltrans, MTC, STA and the cities of Benicia, Dixon, Fairfield, Vacaville, Vallejo;
- Create a plan that identifies operational deficiencies and recommends improvements and policies for the I-80, I-680, and I-780 corridors to include:
  - Recommendations relating to the implementation of Intelligent Transportation Systems (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions/ramp by-pass lanes and;
  - Hardscape and landscape improvements that visually link areas of Solano County.
- Engage the public by:
  - Facilitating public input meetings and;
  - Developing multimedia public input materials to educate the public on recommended improvements, technologies, and polices.

## **FINAL PRODUCT**

The final product will be an adopted I-80/I-680/I-780 Corridors Highway Operations Implementation Plan that creates a multi-regional partnership, identifies operational deficiencies and recommends improvements and policies for the I-80, I-680, and I-780 corridors, and engages the public.

## **SCOPE OF SERVICE TASKS**

The Solano Transportation Authority (STA), in coordination with the Metropolitan Transportation Commission (MTC), intends to retain a qualified and committed professional planning firm/team to work closely with the STA, MTC, and Caltrans to prepare the I-80/I-680/I-780 Corridors Highway Operational Implementation Study on the following major tasks:

1. Budget
2. Partnership
3. Background/Research
4. Operational Improvement Analysis
5. Landscape and Hardscape Recommendations
6. Project Development Meetings (ongoing)
7. Public Outreach (ongoing)
8. Funding Options for Operational Improvements
9. Final Document

The following details each task with task deliverable and documentation information:

## Task 1. Budget and schedule

Develop detailed project budget and schedule.

Deliverable	Documentation
Kick off meeting with MTC, STA and selected consultant to negotiate final task budgets and determine final schedule with milestones to complete the proposed study.	<ul style="list-style-type: none"> <li>Finalized budget and;</li> <li>Detailed project schedule.</li> </ul>

## Task 2. Partnership

Create a public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements.

Deliverable	Documentation
Formally establish a partnership with MTC, STA, Caltrans Districts 3 & 4, and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo.	<ul style="list-style-type: none"> <li>Partnership contact list.</li> </ul>

## Task 3. Background/Research

Provide an existing conditions report

- Task 3.1 Provide a summary of similar operational improvement plans/corridor studies and results from other agencies Statewide.

Below are examples of these efforts and documents:

- I-80/I-680/I-780 Major Investment & Corridor Study
- I-80 Smarter Growth Study
- STA's Travel Demand Model
- Governor's Strategic Growth Plan/Go California Initiative
- MTC's Freeway Performance Initiative
- I-80 Cordelia Truck Scales Relocation Study
- Caltrans and MTC ITS Architectures
- Caltrans Corridor System Management Plan guidelines and draft papers
- WCCTAC/ACCMA Integrated Corridor Mobility Project
- FHWA's "Active Traffic Management: The Next Step in Congestion Management", July 2007

Deliverable	Documentation
Summarize various projects and ITS technologies	<ul style="list-style-type: none"> <li>Summary report of each document and;</li> <li>Summary report of current ITS technologies</li> </ul>

## Task 4. Operational Improvement Analysis and Recommendations

Analyze and recommend Operational Improvements of each corridor

- Task 4.1a Identify the recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance degradation on:
- I-80 and I-680 by reviewing recommendations made by MTC’s Freeway Performance Initiative, accident statistics, and other background documentation; and,
  - I-780 by reviewing projection results from the STA’s Napa-Solano Travel Demand Model, accident statistics, and other background documentation.
- Task 4.1b **OPTIONAL** – Prepare accident statistics used in Task 4.1a analysis as GIS files for future STA planning uses.
- Task 4.2 Analyze and recommend potential operational improvements that will address the recurrent and non-recurrent causes of current and future corridor performance degradation and describe their potential benefits.
- Task 4.3 Develop a corridor-level ITS architecture for ITS recommended projects, based on Caltrans and MTC ITS architectures.

Deliverable	Documentation
Analysis of current and future corridor performance degradation and operational improvements to address needs for each corridor.	<ul style="list-style-type: none"> <li>• Summary report on performance degradation causes,</li> <li>• Summary report on recommended operational improvements, and;</li> <li>• Summary report on corridor level ITS architecture for the I-80/I-780/I-680 corridors.</li> </ul>

## Task 5. Landscape and Hardscape Recommendations

- Task 5.1 Review the existing landscape and hardscape structures (soundwalls, median barriers, etc.) on I-80/I-680/I-780 corridors.
- Task 5.2 Review existing policies for constructing landscape and hardscape structures on the corridors.
- Task 5.3 Recommend additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.
- Task 5.3 Provide concept drawings and illustrations to convey potential landscape and hardscape improvements to the corridor that creates a sense of identity for Solano County.

Deliverable	Documentation
Recommended landscape and hardscape improvements and policies.	<ul style="list-style-type: none"> <li>• Summary report on recommended landscape and hardscape improvements for I-80/I-680/I-780 corridors,</li> <li>• Concept drawings and policy recommendations.</li> </ul>

## Task 6. Project Development Meetings (ongoing)

- Task 6.1 Coordinate with Partnership to develop a Project Development Team (PDT) and PDT meeting schedule.
- Task 6.2 Provide agendas and meeting materials for each PDT meeting (total number of meetings and meeting schedule to be negotiated with selected qualified consultant).
- Task 6.3 Update the STA Board and Technical Advisory Committee on the status of the project throughout the project development.

Deliverable	Documentation
Schedule PDT meetings (ongoing throughout project development)	<ul style="list-style-type: none"> <li>• PDT meeting agendas and minute/notes.</li> </ul>

## Task 7. Public Outreach (ongoing)

- Task 7.1 Develop public outreach strategy including at least 2 scheduled public meetings.
- Task 7.2 Advertise public outreach meetings including press releases, mailouts and website marketing.
- Task 7.3 Conduct public outreach meetings.
- Task 7.4 Develop a multimedia "Operations Improvements Toolbox" for public education purposes.

Deliverable	Documentation
Facilitate public input meetings and develop multimedia public input materials for public education purposes.	<ul style="list-style-type: none"> <li>Public outreach multimedia materials/toolboxes,</li> <li>Public outreach advertisements,</li> <li>Public outreach meeting agendas and minutes/notes.</li> </ul>

## Task 8. Funding Options for Operational Improvements

- Task 8.1 Based on the operational needs identified in Task 4, determine overall costs estimates for improvements.
- Task 8.2 Provide funding recommendations to address the cost estimates.

Deliverable	Documentation
Final cost for recommended operational improvements and funding strategy.	<ul style="list-style-type: none"> <li>Funding strategy for recommended improvements</li> </ul>

## Task 9. Final Document

- Task 9.1 Complete a draft document based on information obtained in previous tasks.
- Task 9.2 Circulate draft for final comments
- Task 9.3 Complete final draft

Deliverable	Documentation
Create a final document by circulating and revising a draft document.	<ul style="list-style-type: none"> <li>Draft &amp; Final Draft Documents</li> </ul>

## Proposed Project Timeline

Task	Timeframe
Task 1. Budget	March 2008
Task 2. Public Outreach	(TBD)
Task 3. Partnership	March 2008
Task 4. Background/Research	March-April 2008
Task 5. Operational Improvement Analysis-	May-October 2008
Task 6. Landscape and Hardscape Recommendations-	October-December 2008
Task 7. Project Development Meetings	(ongoing)
Task 8. Funding Options for Operational Improvements	January-February 2009
Task 9. Final Document	March 2009

## DISADVANTAGED BUSINESS ENTERPRISE (DBE) / NON-DISCRIMINATION

This study is in funded in-part with Federal funds, the following policy and its requirements must be applied to this RFP:

### 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.

## 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% percentage. 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 (also on STA website)
2. 10-J (also on STA website)
3. 10-O (also on STA website)
4. 17-F (also on STA website)

## RFP SUBMITTAL REQUIREMENTS

---

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal (excluding resumes and the transmittal letter) shall not exceed a total of 30 single-sided, 8.5" x 11" pages. A **copy of the RFP** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Sam Shelton, Assistant Project Manager  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

3. *Project Understanding:* This section shall clearly convey the consultant's understanding of the nature of the work, and issues related to the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study. It is expected that team members would include planning expertise in transportation/land use planning, engineering, and public facilitation. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will not be permitted without prior consultation with and approval of the STA.
6. *Staffing Plan:* The proposal shall provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required for preparation of the concept plan. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study according to your proposed schedule. Discuss the firm/team's approach for completing the requested services for this project within budget.
7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. The project is expected to commence no later than March 19, 2007, all technical analyses, draft documents completed by April 30, 2009 and final documents submitted and approved by the STA Board by June 2009.
8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).

10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Disadvantaged Business Enterprise (DBE) Forms:* There are no DBE forms required at this time. However, upon award of the contract, the selected consultant will be required to submit Caltrans Exhibit 10-O, "Local Agency Proposer/Bidder-DBE (Consultant Contract) Information". DBE forms can be found on the STA's website at <http://www.solanolinks.com/programs.html#dbe>.
12. *Submittal of Proposals:* Seven (7) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, "**I-80/I-680/I-780 Corridors Highway Operations Implementation Study**".
13. *Cost Proposal:* A cost proposal should be submitted in a **separate sealed envelope titled "I-80/I-680/I-780 Corridors Highway Operations Implementation Study"**. The cost submittal should indicate the number of anticipated hours by the Project Manager and Key Team Members. The estimated level of hours for other staff can be summarized in general categories. The maximum consulting services budget has been set at \$300,000 for this project. No change orders that require cost increases will be allowed. The project is funded with federal funds received from the Metropolitan Transportation Commission (MTC) and Caltrans and local (non-federal) matching funds.

## **SELECTION OF CONSULTANT**

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

1. Qualifications and specific experience of Key Team Members.
2. Project understanding and approach, including an understanding of the I-80/I-680/I-780 Corridors, MTC, STA, Caltrans Districts 3 & 4, and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.
5. Schedule and capacity to provide qualified personnel.

If needed, two or more of the firms/teams may be invited to an interview on or about **the week of February 18, 2008**. The Project Manager and Key Team Members should attend the interview. The evaluation interview panel may include representatives from STA, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

STA staff will provide the appropriate notice and schedule for the interviews. STA staff will select the most qualified consultant or consultant team based primarily on experience, ability to contain costs

and conducting very similar projects. Recent experience in Solano County is considered very desirable and critical.

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

## SELECTION PROCESS AND PROJECT SCHEDULE

<b>January 23, 2008</b>	<b>Consultant Proposal Workshop</b>
<b>February 4, 2008</b>	<b>Proposals are due no later than 3:00 PM</b> at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <b><i>Late submittals will not be accepted.</i></b>
<b>Week of February 18, 2008</b>	Tentative panel interview date. STA selects recommended firm.
<b><u>March 20, 2008</u></b>	Project commences
June, 2009	Final Plan completed and approved by STA Board

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

Sam Shelton

Assistant Project Manager

Phone (707) 427-5244

Fax (707) 424-6074

[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 12, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: State Transit Assistance Funds (STAF) Fund (FY) 2007-08 Amendment  
No. 3

**Background:**

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

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

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF for both the Northern Counties and the Regional Paratransit. Metropolitan Transportation Commission (MTC)'s February 2007 Northern County-Solano STAF estimate included the FY 2006-07 carryover of \$2,098,608 and new funds in the amount of \$750,387 for a total of \$2,848,995. Most of the \$2 million in carryover resulted from one-time monies that were preliminarily programmed in FY 2007 for FY 2008. In September 2007, MTC approved a new STAF Fund Estimate which included higher revenue estimates than the original and July fund estimate. The list of projects and programs approved by the STA Board in June, July, and September 2007 is outlined on Attachment A which resulted in a balance of \$524,170.

**Discussion:**

Four new requests for funding are being presented at this time. To continue into Phase II of the countywide Transit Consolidation Study, STA staff is recommending additional funding from Solano STAF. Given the issues raised during Phase I by transit and other local jurisdictions' staff, an extensive analysis is expected to be needed on governance, financial, operational, and other issues; this is more fully outlined in the separate Transit Consolidation Board report. Therefore, an estimated \$150,000 is expected to be needed for Phase II. Staff previously recommended funds be requested from MTC in addition to

the \$60,000 of Solano STAF already programmed. There is also approximately \$30,000 in STAF available from the recently completed Phase I. Given the other Solano transit funding requests to MTC, staff recommends that instead of requesting these funds from MTC, that the \$60,000 be allocated from the Solano STAF.

Vallejo Transit has requested funds to analyze the impact of SB976 on their overall transit system (see Attachment C). SB976 directs the consolidation of Vallejo's Baylink Ferry with other ferry services in the Bay Area and that it will be operated by the newly formed Water Emergency Transportation Authority (WETA). The legislation directs that a transit plan be prepared in 2008. Vallejo will need to evaluate the impact from the potential diversion of existing and future financial and capital resources to the overall transit system and to the City. Vallejo has requested \$70,000 to help partially fund this analysis.

Two requests for STAF have been submitted from Benicia Breeze. The first is for a total of \$125,000: \$25,000 in Regional Paratransit funds and \$100,000 of Solano STAF (see Attachment D). As stated in their letter, the \$25,000 would be used to match a PTA 5310 application for paratransit software and \$22,132 for the "regional component of the Benicia Breeze Paratransit service". The second, and more recent, request is for \$30,000 for a study of Benicia Breeze local routes (see Attachment E).

The \$100,000 is to help cover past years' deficit associated with increased maintenance costs for Benicia Breeze Rt. 75 and to match a request for \$80,000 from Vallejo Urbanized Area Section 5307 funds to convert a capital expenditure to preventive maintenance.

To more clearly understand the issue and financial impact, STA staff has requested more information including Benicia Breeze's Short Range Transit Plan (SRTP) currently being developed and other supporting documents. Benicia's SRTP is still incomplete and documents initially received do not clearly support the funding request. No deficit is shown for the last two operating years on Benicia's TDA claim. In addition, discussions are underway concerning the transfer of Rt. 75 to Vallejo Transit as a streamlined Rt. 70. To accommodate an average daily ridership of 25 riders who currently board in the Sun Valley/Diablo Valley College area, Benicia has expressed an interest in continuing to provide a version of the existing Rt. 75 service between only Benicia and Sun Valley Mall/Diablo Valley College in Pleasant Hill (these two service points are 10 miles apart). STA staff projects this route will further exacerbate Benicia's identified local transit funding shortfall. With Vallejo operating Rt. 70 between Vallejo and Pleasant Hill and possibly Walnut Creek BART, Benicia expects Vallejo Transit to take on the delivery of intercity paratransit service for both Vallejo and Benicia. Local Benicia paratransit service would continue to be handled by Benicia Breeze deviated fixed-route system.

The outcome of the new Rt. 70 (and the possibility of the modified Rt. 75), along with the realigning of paratransit service will have a major impact on Benicia Breeze's current operation. Without having to operate paratransit service, Benicia will save over \$300,000 annually and will not likely have a need for paratransit scheduling software. Based on STA staff's initial assessment, Benicia will realize savings in terms of equipment purchase and maintenance due to downsizing the transit service they operate. Under the FY2007-08 intercity funding agreement, Benicia saved \$240,000 from the previous year.

Benicia has also recently received Transportation for Clean Air Funds (TFCA) (\$29,325) and Lifeline Funds (\$26,000) for their local bus operations.

Based on October 2007 data, the average ridership of all 6 Benicia Breeze local routes is 282 passenger trips per day at a cost \$57,212/month. The farebox recovery rate for these routes range from 1.4% to 74% with an average of 12.8%. STA staff agrees with Benicia staff that existing funding cannot continue to fund service at its existing level. Typically STAF has not been used to fund local bus operations. More importantly, STA staff is concerned that funding the current deficit without a clear picture of how the structural problem is being addressed would only be a temporary fix and not resolve the underlying cause. Therefore, staff does not recommend STAF funding for \$125,000 to cover the operational shortfall for Benicia's paratransit and local transit operations.

To assist Benicia to take a more detailed assessment of their local system and identify how to operate as efficiently as possible within the resources and performance standards required, STA staff recommends allocating \$30,000 to Benicia for a local transit assessment study. This would be contingent upon the study purpose being to identify efficiencies in service to the Benicia community, setting local performance criteria and a clear plan to achieve them.

With approval of the three items recommended above, a total of \$2,420,772 of the \$3,231,714 of the total STAF funds will be allocated and leave a balance of \$810,942.

With the recent projections for a growing State Budget deficit, staff recommends that it would be prudent to not specifically further program STAF funds until after the State Budget is adopted and the impact of STAF funds is determined. In January, MTC will begin to offer insights to the funding forecasts for FY 2008-09, as well as updated predictions of the revenue estimates for the current fiscal year, with a new fund estimate to be adopted by the end of February.

Staff does request that a priority for funds be made for efforts to consolidate intercity paratransit in Vallejo and Benicia as well as to assist in the establishment of the new express route Rt. 70 in a timely manner. For example, funds may be necessary to supplement Vallejo Transit for taking on Benicia's intercity paratransit service for the balance of FY 2007-08 during the time a funding agreement for the long-term may be established.

**Fiscal Impact:**

The approval of \$60,000 STAF funds for Phase II of the Transit Consolidation Study would allow the STA to advance the Transit Consolidation Study as directed by the STA Board's Transit Consolidation Steering Committee.

**Recommendation:**

Recommend the STA Board approve the following:

1. The amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:
  - a. Transit Consolidation Study Phase II (\$60,000);
  - b. Vallejo Request for SB 976 Transition Plan Support (\$70,000);
  - c. Benicia Local Transit Assessment Study (\$30,000); and

2. Prioritize future STAF funding to cover costs associated with Vallejo Transit operation of Rt. 70 and potential operation of Benicia's Intercity Paratransit service.

Attachments:

- A. Approved FY 2007-08 STAF project list
- B. Proposed amended FY 2007-08 STAF project list
- C. Vallejo request for \$70,000
- D. Benicia request for \$125,000
- E. Benicia request for \$30,000

**Approved Amendment No. 2<sup>1</sup>**  
**State Transit Assistance Funds Program**  
**Allocation for FY 2007-08**

**NORTHERN COUNTIES STAF**

<u>Revenue Estimates<sup>2</sup></u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$1,948,796
FY 2007-08 STAF Estimate	\$ 476,944
<u>Prop 42 Increment</u>	<u>\$ 359,202</u>
Total:	\$2,784,942

## FY2007-08 Projects/Programs Preliminarily Approved

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

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

FY 2006-07 Carryover not Preliminarily Approved	\$ 187,296
FY 2007-08 STAF Estimate	\$ 476,944
<u>Prop 42 Increment</u>	<u>\$ 359,202</u>
<b>TOTAL:</b>	<b>\$1,023,442</b>

**Projects/Programs**

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) <sup>5</sup>	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
Transit Consolidation Phase II	\$ 60,000
Vallejo Transit Consolidation/Implementation Study	\$ 30,000
<u>Dixon Redit-Ride Performance and Operating Study</u>	<u>\$ 30,000</u>
TOTAL:	\$ 499,272
<b>Balance</b>	<b>\$ 524,170</b>

<sup>1</sup> STA Board Approved 09/11/07<sup>2</sup> Based upon MTC Reso 3793 (July 2007)<sup>3</sup> Approved as part of the two-year RM2 agreement (12/06)<sup>4</sup> Unclaimed balance of FY2006-07 approval<sup>5</sup> Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.

**Proposed Amendment No. 3<sup>1</sup>**  
**State Transit Assistance Funds Program**  
**Allocation for FY 2007-08**

<u>Revenue Estimates<sup>2</sup></u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$1,948,796
FY 2007-08 STAF Estimate	\$ 923,716
Prop 42 Increment	\$ 359,202
<b>Total:</b>	<b>\$3,231,714</b>

FY2007-08 Projects/Programs Preliminarily Approved	
Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit	\$ 230,000
Vallejo Transit	\$ 266,000
Reserved for Capital Funding/ Intercity Vehicles	\$ 504,000
	<u>\$1,000,000</u>

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

FY 2006-07 Carryover not Preliminarily Approved	\$ 187,296
FY 2007-08 STAF Estimate	\$ 923,716
Prop 42 Increment	\$ 359,202
<b>TOTAL:</b>	<b>\$1,470,214</b>

**Projects/Programs**

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) <sup>5</sup>	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
Transit Consolidation Phase II	\$ 60,000
Vallejo Transit Consolidation/Implementation Study	\$ 30,000
Dixon Read-Ride Performance and Operating Study	\$ 30,000
<b>Transit Consolidation Phase II (second allocation)</b>	<b>\$ 60,000</b>
<b>Vallejo Transit SB 976 Transition Plan</b>	<b>\$ 70,000</b>
<b>Benicia Local Transit Assessment Performance</b>	
<b>Operating Study</b>	<b>\$ 30,000</b>
<b>TOTAL:</b>	<b>\$ 659,272</b>
<b>Balance</b>	<b>\$ 810,942</b>

<sup>1</sup> STA Board Approved 09/12/07<sup>2</sup> Based upon MTC Reso 3793 (Sept 2007)<sup>3</sup> Approved as part of the two-year RM2 agreement (12/06)<sup>4</sup> Unclaimed balance of FY2006-07 approval<sup>5</sup> Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.



# CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS  
Transportation Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315  
FAX (707) 648-4691

November 21, 2007

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

SUBJECT: Funding Request – Consolidation/Transition Plan

Dear Mr. Halls:

The City of Vallejo's Transportation Division is requesting funding support in the amount of \$70,000 from the Solano Transportation Authority to cover the costs of transition efforts as they relate to the consolidation of the City's Baylink ferry service under the newly formed San Francisco Water Transportation Authority in accordance with Senate Bill 976 (Torlakson) which becomes law on January 1, 2008.

The City anticipates that the funding support would aid in the development of a smooth transition plan, would help cover the costs of implementing SB 976, and help to ensure Vallejo Transit remains a viable bus service. Specifically, these funds will be used to hire a team of consultants to assist the City and the STA in addressing the consolidation issues as SB 976 is re-drafted and implemented.

Given that the Baylink ferry is a regional operation, we believe that STA's financial assistance to protect Solano County's interest, as this consolidation proceeds is appropriate. Your favorable consideration in this request is greatly appreciated.

Sincerely,

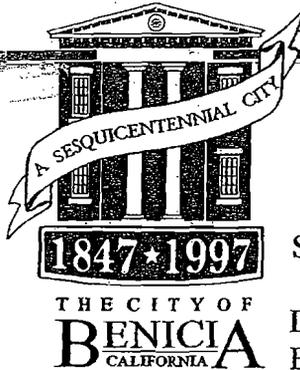
Crystal Odum Ford  
Transportation Superintendent

COD/trg

Cc: Joseph Tanner, City Manager  
Gary A Leach, Public Works Director  
Edwin Gato, Administrative Analyst I  
~~Elizabeth S. ... Solano Transportation Authority~~

H:\TRANSIT\Solano Transit Authority\request for sb 976 funding support- final.doc

**THIS PAGE INTENTIONALLY LEFT BLANK**



September 28, 2007

RECEIVED

OCT - 9 2007

SOLANO TRANSPORTATION  
AUTHORITY

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

**RE: City of Benicia State Transit Assistance Fund (STAF) Request**

Dear Mr. Halls:

This letter is in regard to the receiving STAF for fiscal year 2007-2008 to support Benicia Breeze and Benicia Breeze Paratransit transit services to help cover an a \$262,000 deficit due to increased maintenance and fuel costs from the prior fiscal year.

Benicia Breeze provides transit services within the City of Benicia and to Vallejo Ferry Terminal, Pleasant Hill BART Station, Martinez Amtrak Station and Sun Valley Mall. Transit services have been provided with Transportation Development Act (TDA), farebox and miscellaneous revenues since July 1, 1986.

Benicia Breeze Paratransit provides complementary paratransit service between Pleasant Hill BART Station, Sun Valley Mall, Benicia and Vallejo Ferry Terminal. Benicia Breeze Paratransit is a true ADA paratransit service that operates in accordance with the Americans with Disabilities Act regulations. This service has been operating since October 1, 2001, when the City of Benicia and the City of Vallejo mutually decided to operate their own paratransit programs. This service is also funded with TDA, farebox and miscellaneous revenues since July 1, 1980.

The City would like to request \$25,000 in STA/Regional Paratransit funds for Fiscal Year 2007/2008 and \$100,000 in Northern Counties Population Based STA funds allocated to Solano County. From review of the available STA funds, there are ample funds available to providing funding assistance to the City.

The requests are explained in more detail below:

**\$25,000 in Regional Paratransit STA Funds**

- \$2,868 match for the computer software for the 5310 application submitted. This software will be used to help schedule Benicia Breeze Paratransit trips in an more efficient manner.
- \$22,132 for the regional component of the Benicia Breeze Paratransit service

\$100,000 in Northern Counties Population Based STA Funds

- \$100,000 to cover the deficit associated with the increased maintenance costs for the provision of Benicia Breeze Route 75 service between Vallejo Ferry Terminal, Benicia, Sun Valley Mall and Pleasant Hill BART Station.
- These funds will also provide a match to \$80,000 in Vallejo Urbanized Area Section 5307 funds that the City is working with MTC to convert to from a capital expenditure next fiscal year into Preventative Maintenance to use for this fiscal year.

The City is requesting these funds because the cost for providing regional paratransit service and intercity service has increased as it relates to the maintenance and the purchase of fuel. The City is facing a deficit of approximately \$262,000 and has no funds available to cover this deficit.

The City currently uses all of its TDA on the provision of transit services and to pay for intercity routes operating per the Intercity Transit Service Agreement approved by the STA Board of Directors back in June. The City recently took a \$63,000 reduction to its TDA funds due to MTC issuing a revised TDA revenue estimate. This reduction caused the City to reduce its TDA allocation by \$63,000 to cover the costs associated with the Intercity Transit Service Agreement. Without these STA funds, the City will be forced to make significant reductions to local and intercity transit service since there is no other funds available to continue to operate the current level of transit service.

The City would like this request be considered at the next SolanoExpress Intercity Transit Consortium and STA Technical Advisory Committee meetings in October for approval by the STA Board in November. Should these funds be available to the City by December, the City would be able to match its funding with Federal funds that are anticipated to come from the MTC with the approval of the Transportation Improvement Program (TIP) amendment in December.

Please review our request and should you have any further questions, please contact me at (707) 746-4300 or via email at [jandoh@ci.benicia.ca.us](mailto:jandoh@ci.benicia.ca.us)

Thank you,



John Andoh  
Transit Services Manager

cc: Robert Sousa, Finance Director  
Elizabeth Richards, Director of Transit & Rideshare Services  
Brian McLean, Chair of SolanoExpress Intercity Transit Consortium



RECEIVED

DEC 11 2007

December 7, 2007

SOLANO TRANSPORTATION  
AUTHORITY

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

**RE: City of Benicia State Transit Assistance Fund (STAF) Request**

Dear Mr. Halls:

The City of Benicia is requesting \$30,000 in STA/Population Based Funds allocated to Solano County to develop a Benicia Breeze Local Service Study. This study will analysis the current local Benicia Breeze route structure and develop a revised route structure within the City of Benicia to connect with Route 70 that is due to start in February.

Because of the transition of Route 75 from Benicia Breeze to Route 70 operated by Vallejo Transit, the City needs to develop and implement recommendations from a study analyzing a restructured Benicia Breeze transit system.

From review of the available STA funds, there are ample funds available to providing funding assistance to the City for this project.

The City would like this request be considered at the next SolanoExpress Intercity Transit Consortium and STA Technical Advisory Committee meetings in January for approval by the STA Board in January.

Please review our request and should you have any further questions, please contact me at (707) 746-4300 or via email at [jandoh@ci.benicia.ca.us](mailto:jandoh@ci.benicia.ca.us)

Sincerely,

John Andoh  
Transit Services Manager

cc: Robert Sousa, Finance Director  
Elizabeth Richards, Director of Transit & Rideshare Services

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 18, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Request for State Partnership Planning Grant Funds for  
State Route (SR) 12 I-80 to I-5 Corridor Study and  
Formation of SR 12 Corridor Advisory Committee

**Background:**

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. This year, a total of \$1 million is available on a state-wide competitive basis with a maximum grant amount of \$300,000 per project. This program is highly competitive with only three or four grant awards per year.

The Solano Transportation Authority (STA), in coordination with the Metropolitan Transportation Commission (MTC), and Caltrans District 4 as been successful in obtaining planning grant funding through this program in the past. STA is currently working on two Partnership Planning Grant projects: the State Route (SR) 113 Corridor Study and the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

STA has been working in partnership with the San Joaquin Council of Governments (SJCOG) regarding capacity and safety improvements on SR 12, between I-80 and I-5. The recently-approved double fine zone established for SR 12 covers the same area, as does the Office of Traffic Safety Grant. SJCOG recently voted to make improvements to SR 12 the top transportation priority of the Board.

A portion of the SR 12 corridor runs through Sacramento County. Transportation planning for Sacramento County is provided by the Sacramento Area Council of Governments (SACOG). Although SACOG does not see SR 12 as a top regional priority, their staff has expressed a willingness to work with STA and SJCOG on corridor improvements.

The SR 12 corridor between I-80 and I-5 is divided amongst 3 Caltrans districts: District 3 (Sacramento) District 4 (Bay Area) and District 10 (Central Valley).

**Discussion:**

*Grant Application*

MTC has agreed to sponsor a Partnership Planning Grant application, with STA and SJCOG acting as the primary agencies to undertake the work. The grant would serve to create a multi-regional partnership to guide the planning, design and construction of improvements on SR 12 between I-80 and I-5. Initial activities would be to collect and summarize existing plans on the corridor, including the STA's 2001 SR 12 MIS and the Caltrans District 10 SR 12 Corridor Study; to identify and integrate with on-going

studies, including the Rio Vista Bridge realignment study being conducted by STA and development of Sacramento/San Joaquin Delta protection plans; identify corridor stakeholders and establish a forum for gathering and addressing their concerns; refining the Napa-Solano Travel Demand Model to accurately project traffic volumes and patterns to the year 2040; consolidate local and regional land use plans and development projections; identify major environmental constraints; and, identify possible corridor improvement options, including both capacity and safety improvements.

Most of the analytical work would be conducted by a consultant. STA and SJCOG, possibly with SACOG participation, would issue a request for proposals and hold consultant interviews. One of the tasks would be to determine what portion of the work plan identified above could be funded by the amount of grant awarded by Caltrans. It is expected that the grant would not fund completion of the work plan, but would fund creation of a solid data and public participation foundation. Completion of the Corridor Study would require additional funds.

The Partnership Planning Grant application is due to Caltrans by January 11, 2008. STA staff is already working to obtain letters of support from state legislators, Solano County and the Cities of Rio Vista, Suisun City and Fairfield, and from MTC. SJCOG staff has already begun a similar effort for legislators and agencies in their portion of the project area. A STA Board Resolution is also required.

#### *Corridor Advisory Committee*

One of the purposes of the Partnership Planning Grants is to establish regional partnerships on transportation issues. Because of the existing inter-regional cooperation between STA and SJCOG, and the involvement of the State Assembly and State Senate members that represent the region, there is an excellent partnership foundation from which to build. However, that relationship is informal at this time. One of the reasons to pursue the Partnership Planning Grant is to formalize that partnership.

On December 12<sup>th</sup> SR 12 Steering Committee recommended that the STA Board initiate formation of a SR 12 Corridor Advisory Committee. The proposed membership and tasks for the Corridor Advisory Committee is shown in Attachment A. The primary purpose of the Corridor Advisory Committee would be to guide the SR 12 Corridor Study.

The Corridor Advisory Committee would be supported by a staff advisory committee made up of staff from the participating COGs and Caltrans, with participation from local governments, emergency response agencies, state and regional agencies and stakeholder groups. SJCOG has already expressed a willingness to participate in the Corridor Advisory Committee.

#### **Fiscal Impact:**

A local match of twenty percent (20%) is required for this grant program. If MTC/STA is successful in obtaining the full \$300,000 available, \$60,000 in local match would be needed. It is likely that the local match would be split equally between STA and SJCOG, and would consist of staff time. In addition, STA would run the Napa Solano Travel Demand Model and provide those results to a consultant for analysis.

The ultimate cost of the SR 12 I-80 to I-5 Corridor Study is unknown at this time, but it is expected to be significantly greater than the Partnership Planning Grant could fund. When a preliminary scope of work, schedule and budget is developed, a detailed funding agreement involving MTC and Caltrans as well as local fund sources will be developed.

**Recommendation:**

Recommend the STA Board approve the following:

1. Adopt a Resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$300,000 for the SR 12 I-80 to I-5 Corridor Study; and
2. Initiate creation of the SR 12 Corridor Advisory Committee, and invite participation of SJCOG and SACOG, with the membership and purposes specified in Attachment A.

Attachments:

- A. Corridor Advisory Committee Proposed Membership and Tasks
- B. Project Area Map

**THIS PAGE INTENTIONALLY LEFT BLANK**

**STATE ROUTE 12  
CORRIDOR ADVISORY COMMITTEE  
PROPOSED MEMBERSHIP AND TASKS**

Membership

San Joaquin Council of Governments	2 Members
Solano Transportation Authority Solano MTC Commissioner Rio Vista STA Representative	2 Members
Sacramento Area Council of Governments	1 Member

Tasks

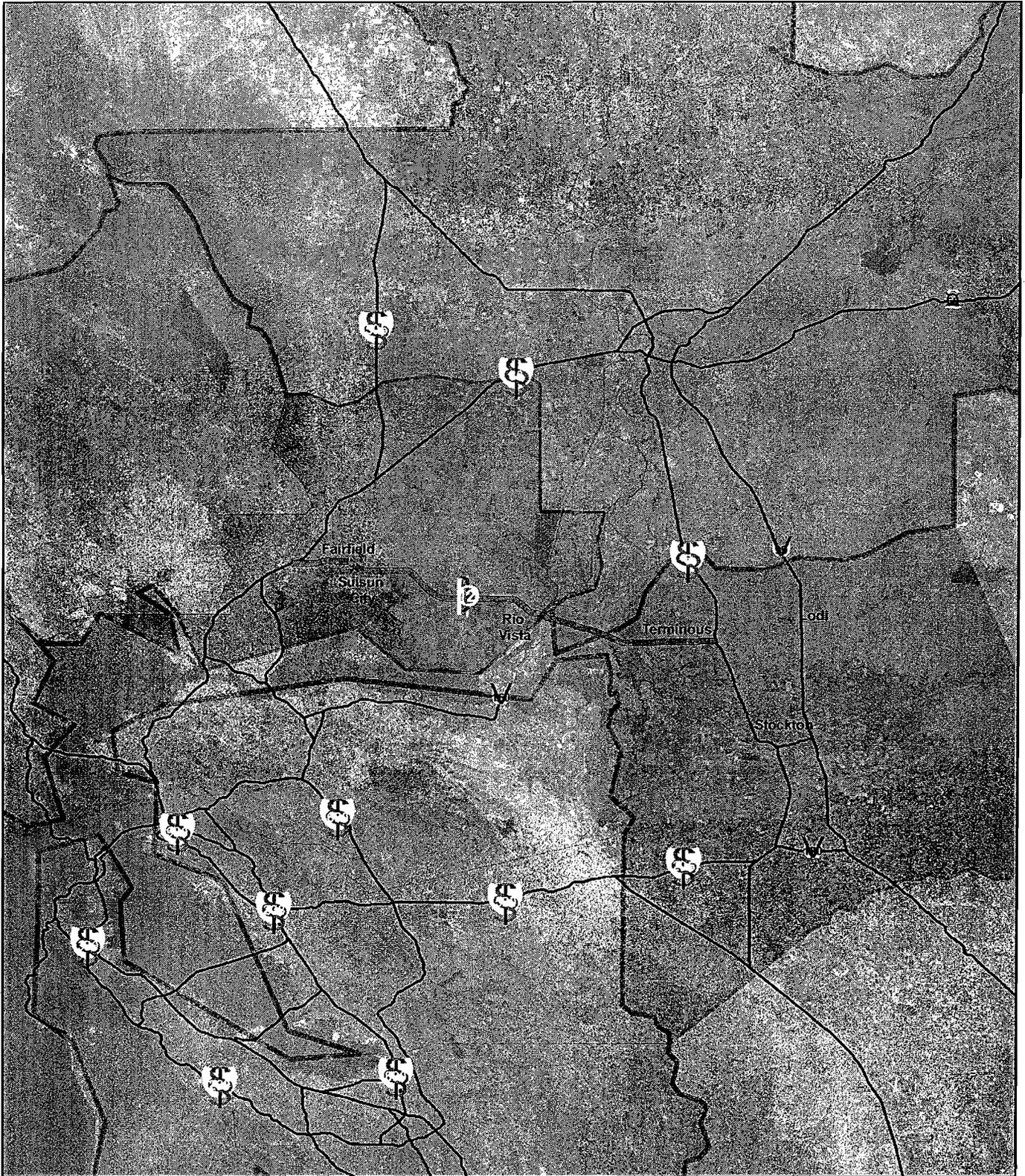
Steering Committee for State Route 12 I-80 to I-5 Corridor Study  
Act as steering committee for Partnership Planning  
Grant if awarded by Caltrans

Steering Committee for Rio Vista Bridge Study

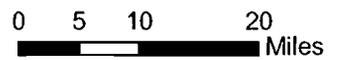
Advisory Committee to State Route 12 Office of Traffic Safety Grant

Advisory Committee for State Route 12 Double Fine Zone

**Attachment B  
STATE ROUTE 12 CORRIDOR  
I-80 to I-5**



-  State Route 12 (I-80 to I-5)
-  Metropolitan Transportation Commission (MTC)
-  Solano Transportation Authority (STA)
-  San Joaquin Council of Governments (SJCOG)
-  Sacramento Area Council of Governmens (SACOG)





DATE: December 12, 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. 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. The City of Rio Vista is the second city to adopt their Rio Vista SR2S plan by their 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, currently planned for February of 2008. Attached is the Draft STA Countywide Safe Routes to School Plan for the TAC's review (Attachment C). STA Staff is recommending that the TAC recommend the countywide plan 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 currently 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, \$240,000 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, such as Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) funds and Federal Safe Routes to School (SR2S) grants. STA Staff is recommending that

the Safe Routes to School Steering Committee be made a permanent advisory committee to the STA Board to guide this new STA Safe Routes to School Program.

<b>STA's Countywide SR2S Steering Committee</b>		
<b>Position</b>	<b>Name</b>	<b>Title</b>
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Pat Moran	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

**Recommendation:**

Recommend the following to the STA Board:

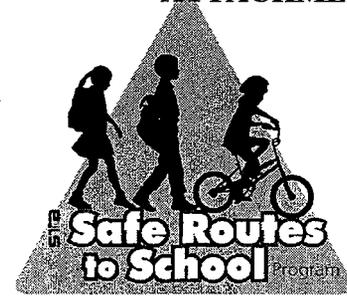
1. STA's Draft Countywide Safe Routes to School Plan;
2. Authorize STA Staff to create a STA Safe Routes to School Program based on the STA's Countywide Safe Routes to School Plan's countywide priorities; and
3. Designate the STA's Safe Routes to School Steering Committee as a permanent advisory committee for a new STA Safe Routes to School Program.

**Attachments:**

- A. STA Safe Routes to School (SR2S) Program Status Report, 12-14-2007
- B. SR2S Task Force and STA Committee meeting schedule, 09-18-2007 (Provided under separate cover)
- C. Draft STA Countywide Safe Routes to School Plan (Provided under separate cover)

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

12-14-07



**Phase 1 – Complete**

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

**Phase 2 – Nearly Complete**

Public Input Process

<b>Community Task Forces</b>	<b>Next Meeting</b>	<b>Status</b>
<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 January	Local plan to be adopted by city council and school board.
<b>Suisun City</b>	Local plan adoptions in January	Local plan to be adopted by city council and school board.
<b>Rio Vista</b>	Local plan adoptions in January	City Council Adopted, 12-6-07 School Board to adopt in January
<b>Vacaville</b>	Local plan adoptions in January	Local plan to be adopted by city council and school board.
<b>Vallejo</b>	Local plan adoptions in January	Local plan to be adopted by city council and school board.
<b>County of Solano</b>	Review draft Countywide STA SR2S Plan in January	Countywide plan draft being circulated in STA Advisory Committees.

**Below are the 29 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</li> <li>• Laurel Creek Elementary School</li> <li>• E. Ruth Sheldon Elementary School</li> <li>• Nelda Mundy Elementary</li> <li>• Vanden High School</li> </ul>
<b>Suisun City</b>	<ul style="list-style-type: none"> <li>• Dan O. Root Elementary School</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</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</li> <li>• Hemlock Elementary School</li> <li>• Foxboro Elementary School</li> <li>• Paden Elementary School</li> <li>• Sierra Vista Elementary School</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</li> </ul>

**Phase 3 –Nearly Complete**  
 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.

<b>STA Committees</b>	<b>Target Meeting Dates</b>
<b>Technical, Bicycle, and Pedestrian Advisory Committees</b>	Draft review, November 2007. Final review, January 2007.
<b>STA Board</b>	Review, January 2008 Adoption, Feb 2008.

**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>

<b>Second Community Task Force Meeting</b> <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>
<b>Third Community Task Force Meeting</b> <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>
<b>Local Adoption of SR2S Plan</b>	<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, January 2008 School Board Adoption, January 2008

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, January 2008 Fairfield Suisun USD, January 2008 Travis USD, January 2008

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

Area	School name	Students	Grades
Fairfield	Calvary Baptist School	12	-
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, December 6, 2007 School District, January 2008

# 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, January 2008 Fairfield-Suisun USD, January 2008

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, January 2008 Vacaville USD, January 2008

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>	February 15
School Based Training Audit	March 5 Principal meeting, April 19 Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	August 17 <sup>th</sup>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	October 24 <sup>th</sup>
Local Adoption of SR2S Plan	City Council Adoption, January 2008 School Board Adoption, January 2008

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 January 2008. 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.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 13, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Comprehensive Transportation Plan Purpose Statement and Organization

**Background:**

The Solano Comprehensive Transportation Plan (CTP) was adopted in June 2005. The CTP is made up of three elements: Freeways, Highways and Arterials; Transit; and Alternative Modes. The CTP incorporates other plans, including corridor studies, the Solano Countywide Bike and Pedestrian plans and the Solano Transportation for Livable Communities Plan.

At its September 2007 meeting, the STA Board authorized staff to begin the update of the Solano Comprehensive Transportation Plan (CTP), and adopted the schedule contained in Attachment A. The schedule anticipates adoption of the new Solano CTP in December 2008.

The first task in the Solano CTP update is to establish a Purpose Statement and Goals for the overall document. As a follow-up step, purpose statements and goals will be adopted for each of the Solano CTP elements by the STA committees responsible for that element.

Along with adoption of a Purpose Statement and Goals, staff is recommending a modified structure for the CTP. This will provide each element with a similar structure, making it easier to identify and address issues that cut across elements. It is anticipated that a similar structure will be used when the Congestion Management Program is next updated.

**Discussion:**

**Purpose Statement**

The mission statement of the Solano Transportation Authority is "To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."

Staff recommends that the Solano CTP Purpose Statement be

"The Solano Comprehensive Transportation Plan will help fulfill the STA's mission statement by identifying a transportation system that provides mobility, travel safety, and economic vitality, and the policies and programs necessary to bring about that transportation system."

All of the goals and policies of the Solano CTP would then be evaluated on their conformance with the Purpose Statement. Each Element of the Solano CTP would have a Purpose Statement that shows how that Element contributes to the overall purpose of the CTP.

## Goals

Goals are the milestones by which achievement of the Purpose Statement are measured. The overall Solano CTP Goals are those that reach across categories. As with the Purpose Statement, each Element will have its own specific Goals that help guide implementation of the plan. It is recommended that the following goals be adopted for the Solano CTP.

- 1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.
- 2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.
- 3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission's Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government's regional growth projections.
  - a) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.
- 4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
  - a) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
  - b) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
  - c) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.
- 5) The Solano CTP will seek to maintain regional mobility while improving local mobility.
- 6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
  - a) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
  - b) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
  - c) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.
- 7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

- 8) The Solano CTP will include priority lists and funding strategies for projects and programs.
  - a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
  - b) Funding strategies will identify potential funding opportunities and constraints.
    - i) Projects will identify potential funding to qualify for regional, state and federal funds.
    - ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
    - iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
  
- 9) The Solano CTP will identify and support a transportation system that supports Solano County’s economic vitality and economic priorities and a range of housing options.

Organization

In order to ensure the Solano CTP addresses all of the areas related to the transportation system, the CTP will be organized as follows:

Elements – The CTP will have five chapters, or Elements, and a reference section.

- Introduction, Overall Purpose and Goals
  - Projects completed since adoption of the Solano CTP 2005
  - Projects that are fully funded and undertaken
  - Projects that are no longer being considered
- Land Use Element
  - Based upon each jurisdiction’s General Plan
  - Include a summary of ABAG Projections
- Arterials, Highways and Freeways Element
  - Include local and regional goods movement
- Transit Element
- Alternative Modes Element
- Links, references and definitions

Contents – each transportation element will be organized as shown below. The Land Use element will have a different structure due to the fact that the element reflects the contents of other plans, and does not propose facilities, programs or policies.

- Element Purpose and Goals
- Existing Conditions
- Existing Infrastructure, Systems and Programs
  - Local
  - Regional

- Performance Standards and Measures
- Future Conditions
- Future Infrastructure and Programs
- Financing
- Safety and Disaster Preparedness/Mitigation
- Economic, Environmental and Equity Issues

After the STA Board adopts the Purpose Statement, Goals and Organization, meetings will be scheduled with the STA committees: Freeways, Highways and Arterials; Transit; and, Alternative Modes. Each Committee will be charged with guiding the development of its respective element. The STA Board will review the existing committee membership at its January 9, 2008 meeting.

The Introduction and Land Use element will be reviewed by the STA Executive Committee. The county Planning Directors will help guide the development of the Land Use element.

**Recommendation:**

Recommend that the STA Board adopt the Purpose Statement, Goals and Organization as specified in the staff report for the Solano Comprehensive Transportation Plan.

Attachments:

- A. CTP Update Schedule

**ATTACHMENT A**

<b>Date</b>	<b>Task</b>	<b>Responsible Body</b>
Dec 07	Review CTP: Purpose, Content, proposed new Purpose Statement and Organization	STA Board
Jan 08	Review CTP elements, proposed new Purpose Statement for each Element; Routes of Regional Significance designation and map  Affirm membership/appoint new members to subcommittees	Freeways, Highways and Arterials subcommittee  Transit subcommittee  Alternative Modes subcommittee
Mar 08	Request for Proposals for Environmental consultant; review and recommend consultant.  Select consultant and enter into contract for services.	STA staff and TAC subcommittee  TAC subcommittee and STA Executive Director
April – June 2008	Meet with Planning Commissions and interested community groups	STA Staff
July 2008	Present Draft CTP elements to STA TAC and STA Board Subcommittees	STA Staff
August 2008	Draft Programmatic Environmental Impact Report – public release	STA Staff, consultant
October 2008	Review Final CTP and Programmatic EIR	STA TAC
December 2008	Adopt CTP and certify Programmatic EIR	

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 13, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: SR 113 Major Investment and Corridor Study Update

**Background:**

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission (MTC), submitted an application for a Partnership Planning Grant from Caltrans (see Attachment A). The purpose of the grant is to develop a Major Investment and Corridor Study for State Route (SR) 113 in Solano County, as shown in Attachment B. On May 19, 2006, Caltrans approved the award of a \$250,000 Grant to MTC and STA to complete the project (see Attachment C). A local match of 20% (\$62,500) was provided, split equally between STA, Solano County and the City of Dixon. This was one of only four statewide grants approved by Caltrans.

The purposes of the project, as identified in the grant award, are:

1. Form a multi-jurisdictional partnership with Caltrans, MTC, the Sacramento Area Council of Governments (SACOG), STA and other agencies
2. Identify and study SR 113 alignment alternatives
3. Identify funding options to improve SR 113 (including the investigation of a toll lane option)
4. Implement an extensive public outreach to those potentially affected by operational and safety improvements to SR 113
5. Deliver results based on an aggressive planning implementation schedule
6. Create Planning deliverables beneficial to Caltrans and other members of the SR 113 Corridor Partnership

The study identifies five specific segments of the SR 113 corridor, as shown in Attachment B:

1. SR 113/ SR 12 Intersection
2. Sharp turns north of SR 113/ SR 12 Intersection
3. SR 113 through Downtown Dixon
4. SR 113/ I-80 Intersection in Dixon
5. SR 113 Mainline

In February 2007, the STA contracted with Kimley Horn and Associates to provide planning and engineering consultant services to assist in developing the study.

The following activities have been accomplished since February 2007:

- *April 9<sup>th</sup>: Presentation to the Yolo County Transportation District (YCTD)*  
Members of the YCTD Board invited STA staff to discuss the SR 113 study as it relates to SR 113 through Yolo County near the City of Davis. YCTD Board members are interested in potential improvements and impacts that the SR 113 study will address just south of Davis near I-80.

- *April 26<sup>th</sup>: Kickoff meeting with SR 113 Staff Working Group*  
 STA held a kickoff meeting to formally establish the partnership with the Staff Working Group and the various participating agencies. The voting members of the Staff Working Group are STA, the City of Dixon, the County of Solano, MTC and Caltrans District 4. The partnership/working group was introduced to the overall project scope, objectives and schedule. STA staff and the consultants clarified how the SR 113 study related to the STA's overall effort to study improvement needs for the freeway and highway corridors in Solano County.
- *Draft Existing Conditions Report*  
 A Draft Existing Conditions Report was distributed to the Staff Working Group on July 31, 2007. The consultant presented accident data and an analysis of traffic origins and destinations related to the 113 corridor with current land use activities. The STA also engaged the Staff Working Group in preliminary discussions regarding potential alternative alignments to the existing SR 113 segment located through the City of Dixon.
- *Alternative Alignments*  
 On September 27, 2007, the Staff Working Group met to discuss the potential alignments identified by Kimley Horn and to prepare for the first SR 113 Steering Committee meeting. STA presented traffic forecast and future land use assumptions, and discussed an outreach plan for stakeholders and the general public. The outreach plan included a schedule for meetings for the months of December 2007 and January 2008.
- *Formed the SR 113 Steering Committee*  
 The SR 113 Steering Committee met for the first time on December 10, 2007. The Steering Committee consists of the following policy makers:
  1. Mayor Mary Ann Courville, City of Dixon, Committee Chairperson
  2. Mayor Sue Greenwald, Yolo Solano Transportation District/City of Davis
  3. Supervisor Jim Spering, Solano County
  4. Supervisor Mike Reagan, Solano County
 The Steering Committee discussed the SR 113 Working Group's accomplishments to date and focused primarily on the corridor alternative alignment around the City of Dixon.

**Discussion:**

Enclosed is an interim report that includes the various alignment options and existing traffic data related to the corridor. The SR 113 Interim Report traffic data can be summarized as follows:

- ◆ *Traffic Volumes and Patterns*
  - Daily bi-directional traffic on mainline SR 113 south of the City of Dixon city limits is approximately 5,500 trips per day.
  - Within the City of Dixon, the volumes range from 7,500 daily trips at the southern end to 24,000 daily trips between Vaughn Road and I-80. North of I-80 in the City of Davis, the daily volumes average 28,000 trips.
  - Most (93%) trips exiting from I-80 onto SR 113 are bound for Dixon.
  - Trips south of the City of Dixon serve the agricultural areas of eastern Solano County and the Lambie Industrial Park, but most pass through on the way to the City of Rio Vista (40%) or the central valley/eastern Contra Costa county (50%).
  - Traffic entering SR 113 northbound from SR 12 is approximately equally distributed to eastern Solano County and the cities of Vacaville, Dixon and Davis, with smaller portions going on to the Sacramento area and the City of Woodland.

- ◆ *Level of Service (LOS)* – Using the standard Volume to Capacity Ratio, the mainline of SR 113 south of Dixon and north of I-80 in Davis during the AM and PM operates at a LOS B; within the City of Dixon, the LOS is a C or D.
- ◆ *Truck Traffic* – The percentage of trucks on SR 113 is 5% to 8% within the City of Dixon, and 6% to 7% south of Dixon. These figures are higher than the 3% to 6% found on I-80.
- ◆ *Roadway Conditions*
  - In the City of Dixon, the roadway has recently been reconstructed, and is in very good condition.
  - South of the Dixon city limits, the roadway is in good to poor condition, with some areas showing marked physical deterioration.
  - Most of the roadway is flat, but in the southern portions of SR 113 the road goes through area gullies which limit sight distance.
  - South of the City of Dixon, irrigation and drainage ditches are close to the edge and shoulders are limited; many areas do not have any paved shoulders. Utility poles are also near the roadway on one side or the other, typically as close as 8 feet from the right-of-way.

The Staff Working Group recommended three alternative alignments for further analysis. The purpose of the alternative alignments is to move SR 113 through traffic out of Downtown Dixon. The alternative alignments are the Kidwell Road and Midway Road realignments and the Toll Road. Attachment A is Section 1.3 of the Interim Report which discusses the three alternative alignments in detail. The Steering Committee unanimously agreed that the STA Board should discuss what purpose the SR 113 corridor will ultimately serve and how the corridor relates to improvements on SR 12 and I-80 before deciding on which alternative alignments should be further studied.

SR 113 currently functions as a 2- to 4- lane Arterial within the City of Dixon and functions as a Rural Minor Arterial south of Dixon to SR 12. The SR 12, I-5 and I-80 corridors will continue to serve major east/west and north/south through trips for regional traffic generated from the Bay Area, Sacramento and San Joaquin Counties. In comparison to these corridors, SR 113 traffic volumes represents a small portion of these through trips. The majority of the traffic volume is produced within Solano County, primarily at the City of Dixon and the surrounding farmlands south of Dixon to SR 12.

Attachment B is Section 2 of the Interim Report which outlines existing AM and PM traffic volumes on SR 113. Table 2.4 (pg. 2-7 of Attachment B) indicates the traffic volumes within the City of Dixon are the highest with daily Level of Service (LOS) E between North Adams Street and A Street and LOS D between I-80 and Vaughn Street. The rest of the SR 113 corridor operates at LOS C or better. With exception to the City of Dixon, capacity along the corridor is generally sufficient to handle current traffic volumes.

It is STA staff's opinion that SR 113 Major Investment and Corridor Study should continue to focus on safety improvements that continue to serve local and sub-regional trips. A separate study would need to be conducted if the STA Board desires a regional through route as a separate facility.

The Steering Committee commented that the current and projected traffic data suggest that a toll lane option is infeasible at this time. A toll lane option for SR 113 is part of the study's scope and requirement of the grant funding. The Committee recommended focusing on what

conceptually would be needed should a toll road be a viable alternative rather than conducting a detailed analysis for constructing a toll road alignment.

**Fiscal Impact:**

The SR 113 MIS and Corridor Study is fully funded by the Caltrans Partnership Planning Grant and local match provided by the STA, the City of Dixon, and the County of Solano.

**Recommendation:**

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

1. Seek policy direction clarifying the focus of the primary purpose of SR 113 MIS and Corridor Study to serve local and sub-regional trips rather than regional through trips; and
2. Clarify that the evaluation of a toll lane concept is on the feasibility of a toll lane rather than as an alternate alignment of SR 113.

**Attachments:**

- A. Section 1.3: Potential Alternative Alignment Options (A color copy has been provided to the TAC members under separate enclosure.)
- B. Section 2: Existing Volumes and Traffic Conditions

**Separate Enclosure:**

*SR 113 MIS and Corridor Study Interim Report (Copies have been provided to the TAC Members only.)*

## ■ 1.3 Potential Alternative Alignment Options

Various alternative alignments were considered for the SR 113 study based on the Basic Design Criteria described previously. In addition, prior input from the SR 113 project working group/Technical Advisory Committee (TAC) members, and independent evaluation of the corridor provided the basis for the potential alternative alignment options. Note, the future forecast traffic demand was not available at the time of this report and these alternatives are for discussion purposes only.

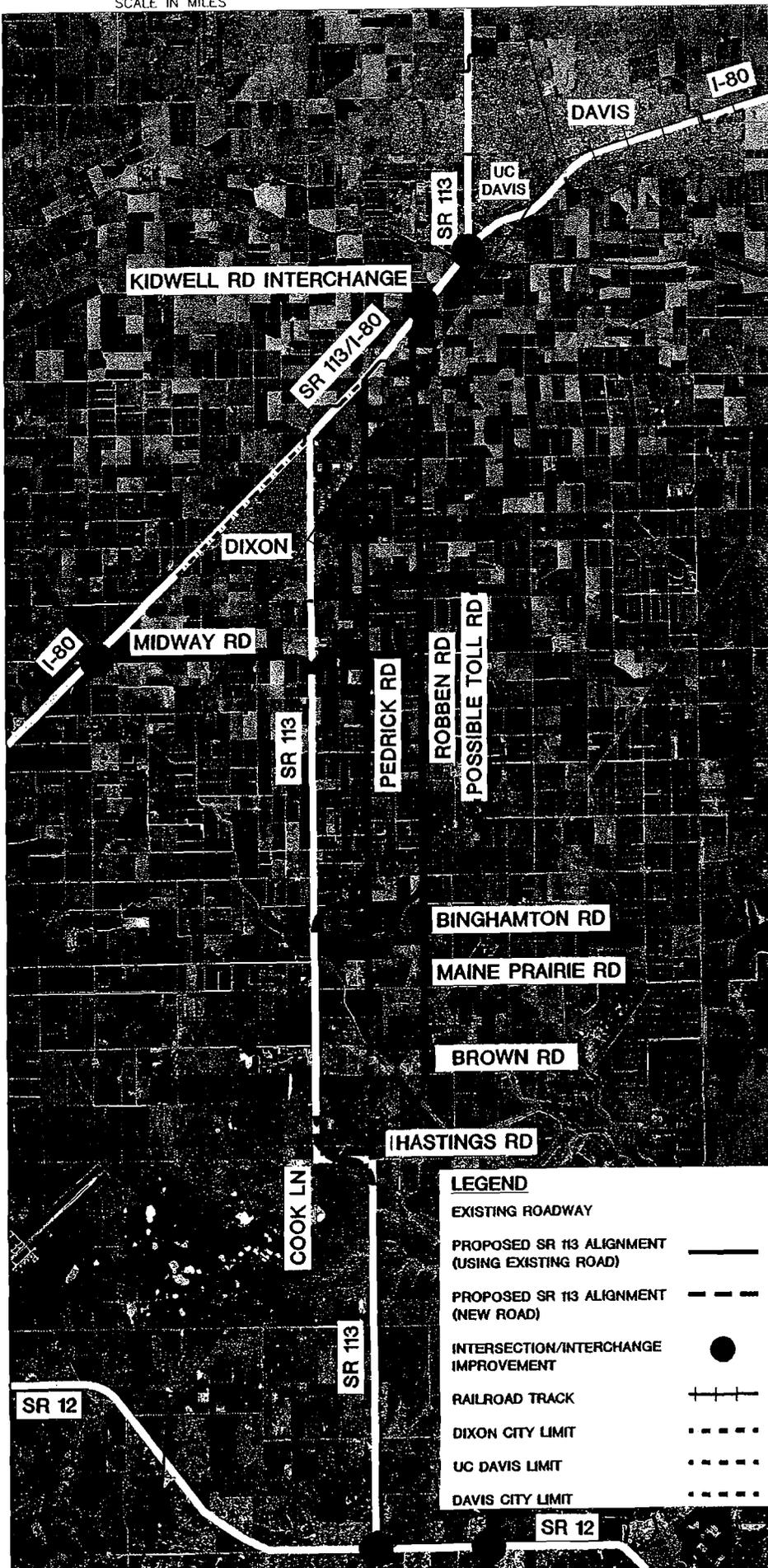
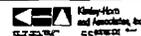
Some of other considerations for the project that were used in our evaluation included:

- ▶ traffic volumes
- ▶ truck traffic,
- ▶ accident information
- ▶ pavement quality
- ▶ school zones
- ▶ railroad crossings
- ▶ protected land and waterways
- ▶ toll road options
- ▶ traffic signal spacing
- ▶ sharp turn safety concerns
- ▶ Downtown Dixon by-pass
- ▶ City of Dixon and Davis Urban limit by-pass
- ▶ Connections to Pedrick Road, Kidwell Road and Midway Road/I-80 interchanges
- ▶ Pedrick Road, Robben Road and Midway Road utilization.

Figure 6 provides an illustration of several preliminary roadway alignment alternatives that were examined as part of the initial alternative analysis. These roadway alignment options we studied further and refined into the three potential preliminary alignment options that are presented in this report. Details of the three alternative alignment options are presented below. Note, these potential alignment options are not finalized and are presented for discussion purposes only. Final alignment selections will be developed after the future traffic forecast model is available.

0 2.5 5

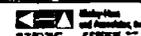
SCALE IN MILES



**LEGEND**

- EXISTING ROADWAY
- PROPOSED SR 113 ALIGNMENT (USING EXISTING ROAD) ———
- PROPOSED SR 113 ALIGNMENT (NEW ROAD) - - - - -
- INTERSECTION/INTERCHANGE IMPROVEMENT ●
- RAILROAD TRACK + + + + +
- DIXON CITY LIMIT . . . . .
- UC DAVIS LIMIT . . . . .
- DAVIS CITY LIMIT . . . . .

Figure 6 Alignment Alternatives



## Potential Alternative Alignment Option 1

Preliminary alignment alternative option 1 addresses the interest to by-pass both downtown Dixon and the urban area of the City of Dixon. This option utilizes existing roadway when possible, increases roadway capacity by adding travel lanes, and modifies the 90 degree sharp turns to increase corridor safety.

Potential option 1 would utilize the existing SR 113 corridor from the southern end SR 12/SR 113 intersection, north to Midway Road just south of the City of Dixon. The realigned corridor will then follow Midway Road east to Robben Road. The realigned corridor will then follow Robben Road north to Tremont Road. A new mile and half roadway will be constructed to extend Robben Road to the Kidwell Road interchange to connect with I-80 freeway. The corridor will then follow the I-80 freeway along its existing alignment towards the City of Davis and the Yolo County line.

The preliminary SR 113 alignment option 1 will include the following potential modifications to the corridor:

- Repairing existing poor pavement sections of SR 113 between SR 12 and I-80.
- Realignment and improvement of the curve radius/design speed for the two existing sharp turns along SR 113. A curve radius of 1,700 feet and a design speed of 65 MPH would conform to the Highway Design Manual.
- Modification of SR 113/SR 12 intersection. The ultimate SR 113/12 should be a grade separated interchange structure. Intermediate improvements should include widening to accommodate a four lane SR 113 alignment, signalization and the addition of a southbound left turn lane.
- Realignment of SR 113 to follow Midway Road to Robben Road and then Robben Road to Tremont Road to complete the by-pass the City of Dixon urban limits.
- Extension of Robben Road to from Tremont Road to the Kidwell Road Interchange.
- Modify the existing Kidwell interchange to accommodate a four lane roadway connection.
- Widen the re-aligned corridor between SR 12 and I-80 (Kidwell interchange). Potential widening from a 2 lane to a 4 lane facility with 2 lanes in each direction and a median separation. Widening is assumed to need right-of-way acquisition.

Portions of the existing SR 113 corridor would no longer be needed with this alignment option. These roadway segments would need to be vacated back to Solano County ownership for future use as County roads. Prior to their reversion back to the County, the roadway segments should be improved to current County roadway width and pavement condition standards. Potential Alternative Alignment Option 1 is illustrated in **Figure 7**. A matrix presenting the pros and cons of each potential alternative is included in **Table 2**.

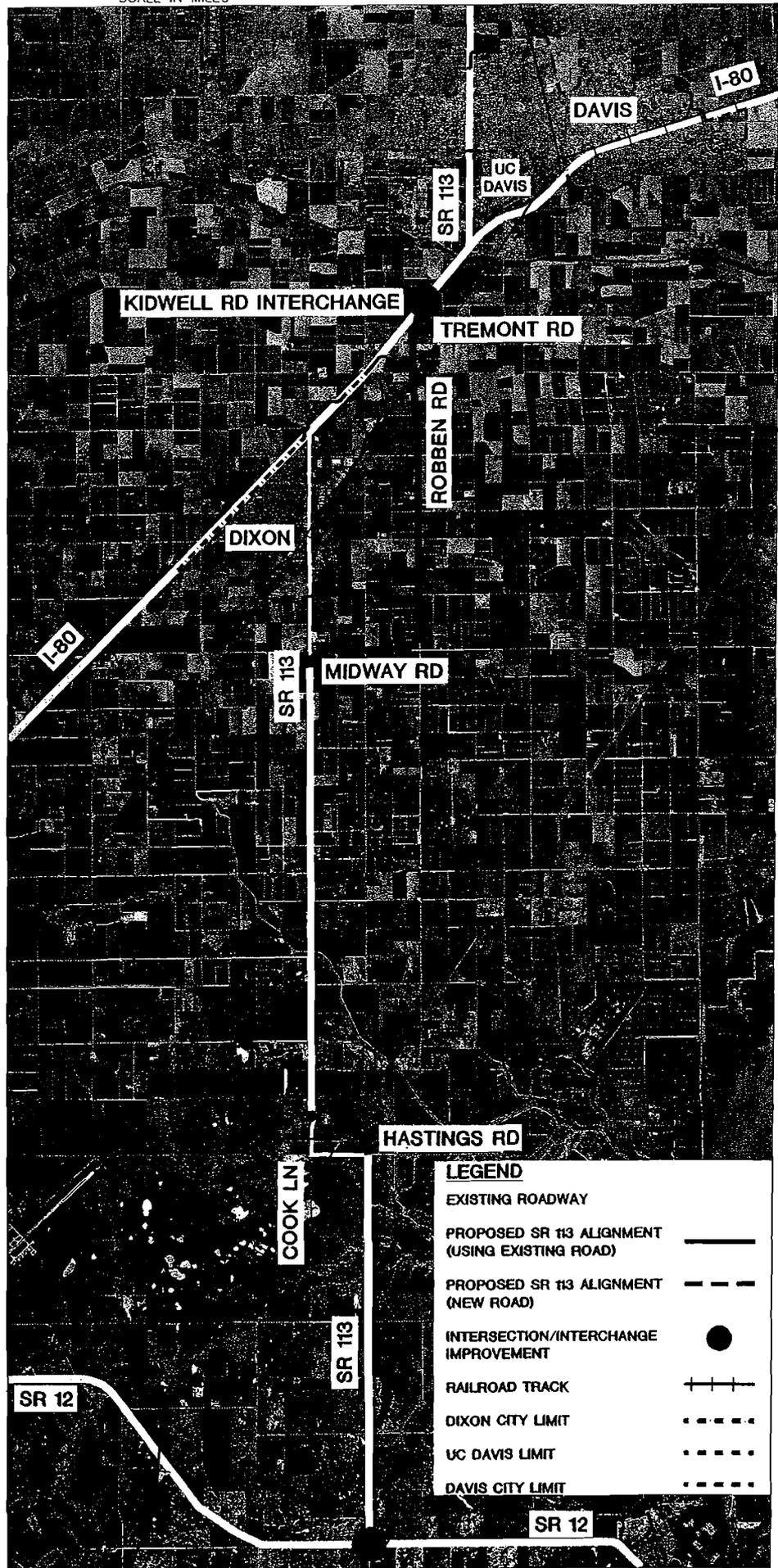
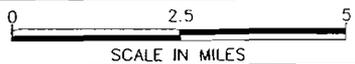


Figure 7 Potential Alternative Alignment Option 1

## Potential Alternative Alignment Option 2

Preliminary alignment alternative option 2 addresses the interest to by-pass both downtown Dixon and the urban area of the City of Dixon. This option utilizes existing roadway when possible, increases roadway capacity by adding travel lanes, and modifies the 90 degree sharp turns to increase corridor safety.

Potential option 2 would utilize the existing SR 113 corridor from the southern end SR 12/SR 113 intersection, north to Midway Road just south of the City of Dixon. The realigned corridor will then follow Midway Road west to connect with I-80 freeway. The corridor will then follow the I-80 freeway along its existing alignment towards the City of Davis and the Yolo County line.

The preliminary SR 113 alignment option 2 will include the following potential modifications to the corridor:

- Repairing existing poor pavement sections of SR 113 between SR 12 and I-80.
- Realignment and improvement of the curve radius/design speed for the two existing sharp turns along SR 113. A curve radius of 1,700 feet and a design speed of 65 MPH would conform to the Highway Design Manual.
- Modification of SR 113/SR 12 intersection. The ultimate SR 113/12 should be a grade separated interchange structure. Intermediate improvements should include widening to accommodate a four lane SR 113 alignment, signalization and the addition of a southbound left turn lane.
- Realignment of SR 113 to follow Midway Road west to I-80 to complete the by-pass the City of Dixon urban limits.
- Widen the re-aligned corridor between SR 12 and I-80 (Midway interchange). Potential widening from a 2 lane to a 4 lane facility with 2 lanes in each direction and a median separation. Widening is assumed to need right-of-way acquisition.
- Modify the existing Midway interchange to accommodate a four lane roadway connection.

Portions of the existing SR 113 corridor would no longer be needed with this alignment option. These roadway segments would need to be vacated back to Solano County ownership for future use as County roads. Prior to their reversion back to the County, the roadway segments should be improved to current County roadway width and pavement condition standards. Potential Alternative Alignment Option 2 is illustrated in **Figure 8**. A matrix presenting the pros and cons of each potential alternative is included in **Table 2**.

0 2.5 5  
SCALE IN MILES

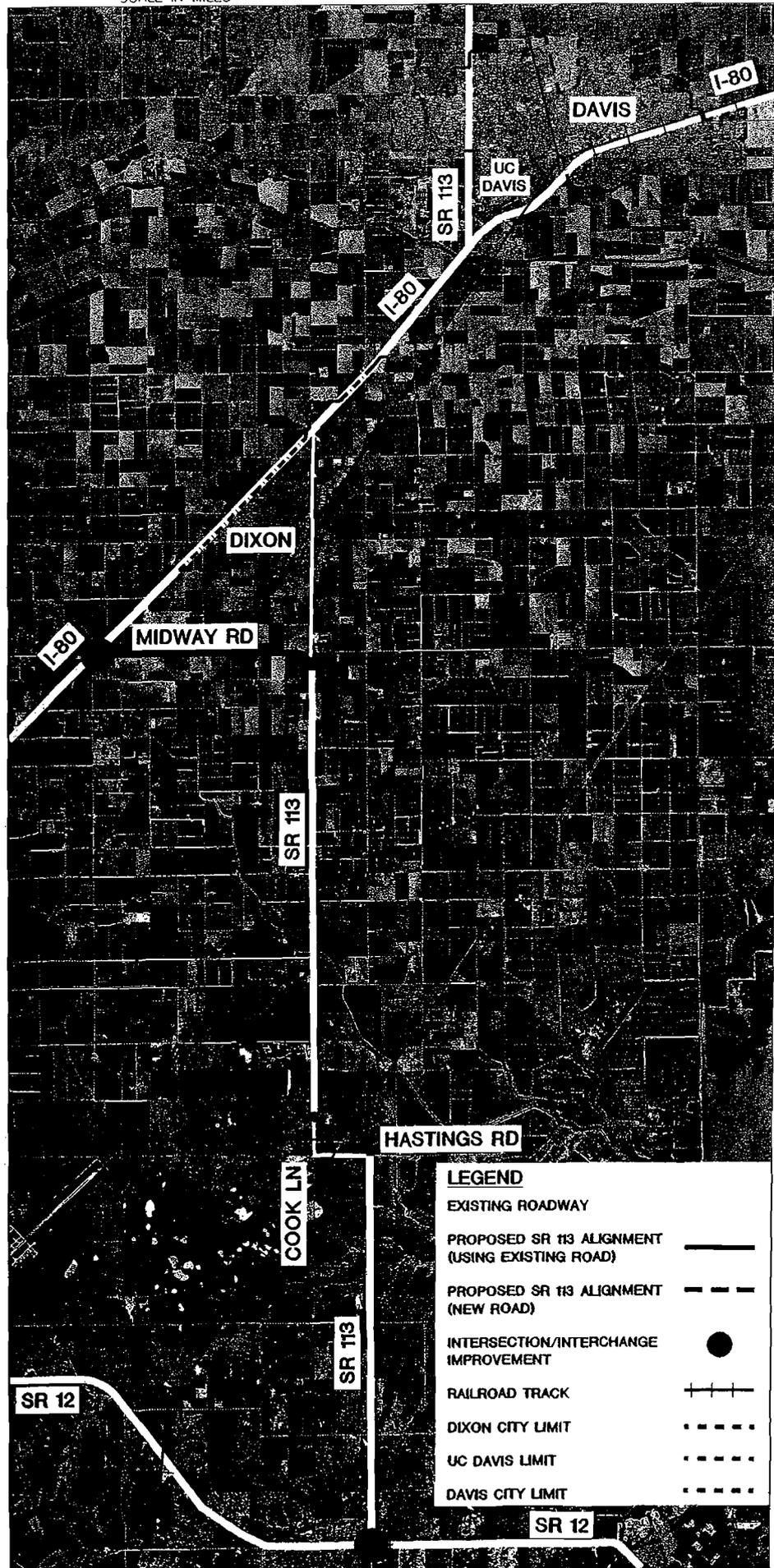


Figure 8 Potential Alternative Alignment Option 2

### Potential Alternative Alignment Option 3

Preliminary alignment alternative option 3 creates a roadway connection between SR 12 and I-80 freeway near Davis via a new toll road facility. A toll facility needs to be long enough and provide enough travel time saving incentive for drives to pay for the use of the facility. Additionally, since federal and staff funding have been used on the current SR 113 corridor, the existing roadway would not be a viable candidate for a toll operation.

A new toll facility will provide the option to by-pass downtown and urban areas of the City of Dixon, with a direct connection to the I-80 freeway. This potential alternative will most likely include a new 4 lane toll road facility from SR 12 (between Rio Vista and SR 113) directly north to the I-80/SR 113 interchange near the City of Davis. SR 113 will follow its existing alignment north towards the Yolo County line. This alignment will parallel existing County roads including McCloskey Road, Norton road and Runge Road.

This alternative will also include local and corridor wide improvements along the existing SR 113 alignment to improve current safety issues. Potential improvements could include eliminating the 90 degree sharp turns, modifying the SR 12/SR 113 intersection, widening the existing SR 113 shoulders and adding a median barrier.

The preliminary SR 113 alignment option 3 will include the following potential modifications to the corridor:

- A new 4 lane toll road facility from the interchange of SR 113/I-80 near Davis to SR 12 directly to the south. New toll road is assumed to need right-of-way acquisition.
- A Jersey barrier median to prevent ingress and egress access control along the entire toll facility.
- SR 12/toll road interchange between Rio Vista and SR 113.
- Modification of the existing I-80/SR 113 interchange near Davis to accommodate the toll road facility.
- Toll booths, employees and corresponding toll road signing and striping.
- Repairing existing poor pavement sections of SR 113 between SR 12 and I-80.
- Modification of the existing SR 113/SR 12 intersection. Modifications shall include signalization, and the addition of a south left turn lane.
- Widening of the existing SR 113 corridor to improve shoulder width.
- Add a median barrier to the existing SR 113 corridor to improve safety.
- Realignment and improvement of the curve radius/design speed for the two existing sharp turns along SR 113. A curve radius of 1,700 feet and a design speed of 65 MPH would conform to the Highway Design Manual.

Alternative option 3 is illustrated in **Figure 9**. A matrix presenting the pros and cons of each alternative can be found in **Table 2**.

0 2.5 5

SCALE IN MILES

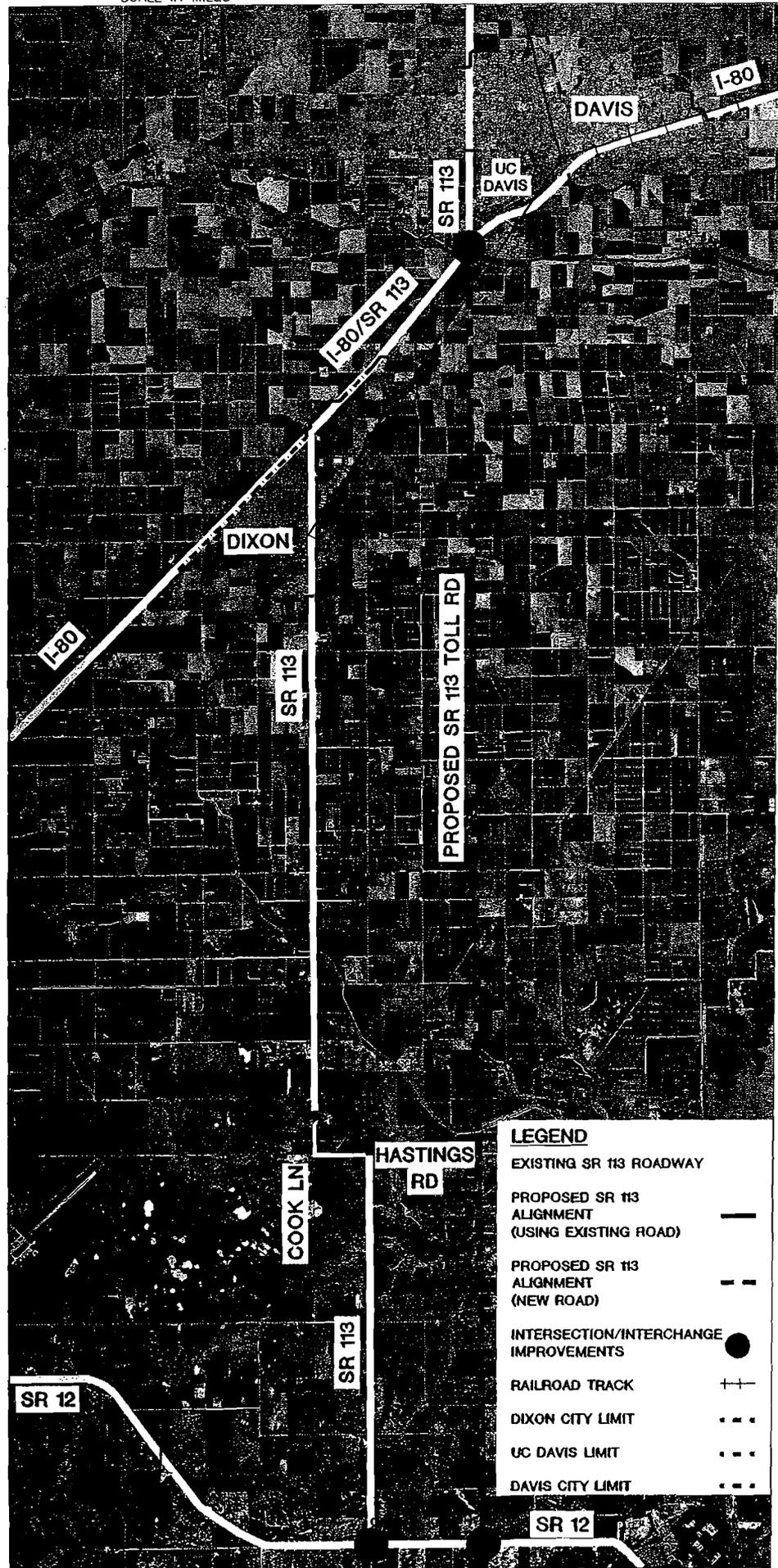


Figure 9 Potential Alternative Alignment Option 3

Table 2			
SR 113 Alternative Alignment Matrix			
Potential Alternative Option	Preliminary Cost	Alternative Pros	Alternative Cons
Potential Alternative Alignment Option 1 (Kidwell Dixon Bypass)	181M	<ul style="list-style-type: none"> <li>Addresses sharp turns</li> <li>Addresses SR 113/SR 12 intersection</li> <li>Downtown Dixon bypass</li> <li>Utilizes Kidwell Interchange</li> <li>Use of existing roadways</li> <li>Utilizes additional lane on I-80 between Kidwell Road and Davis SR 113/I-80 interchange</li> </ul>	<ul style="list-style-type: none"> <li>Requires Robben Road extension from Tremont Rd to I-80 (Kidwell Rd Interchange)</li> <li>Introduces new curves to SR 113</li> <li>Crosses protected land</li> </ul>
Potential Alternative Alignment Option 2 (Midway Dixon Bypass)	162M	<ul style="list-style-type: none"> <li>Addresses sharp turns</li> <li>Addresses SR 113/SR 12 intersection</li> <li>Downtown Dixon bypass</li> <li>Use of existing roadways</li> </ul>	<ul style="list-style-type: none"> <li>Introduces new curves to SR 113</li> <li>Crosses protected land</li> </ul>
Potential Alternative Alignment Option 3 (Toll Road)	549M	<ul style="list-style-type: none"> <li>Addresses sharp turn</li> <li>Addresses SR 113/SR 12 intersection</li> <li>By-pass downtown Dixon with toll</li> <li>Direct connection with SR 113/I-80 interchange in Davis</li> </ul>	<ul style="list-style-type: none"> <li>Need to control access to toll road.</li> <li>Need toll booths and toll booth employees</li> <li>High preliminary construction cost</li> </ul>

## 1.4 Alternative Alignment Cost Estimate

Preliminary opinions of probable costs have been developed for the SR 113 potential alternative alignment options 1, 2 and 3. The preliminary cost estimates follows Caltrans planning level estimating format and includes the following estimating assumptions;

- Clearing and grubbing costs are assumed to be 2% of the total roadway excavation cost.
- Aggregate sub-base, aggregate base, and asphalt concrete are based on the most recent Caltrans unit pricing schedules.
- Drainage costs are assumed to be 5% of the total roadway items cost.

## 2.0 Existing Volumes and Traffic Conditions

This section presents the existing traffic volumes and conditions along SR 113 within the study area. This discussion of existing conditions provides an overview of the magnitude of current needs related to travel demand and available capacity.

### 2.1 EXISTING TRAFFIC VOLUMES

Hourly count data from the California Department of Transportation's (Caltrans) count inventory was obtained for the last 10 years for several corridor locations. Traffic counts were assembled from this source for the following locations on SR-113.

- North of the SR 12 junction (September 14 to 16, 2004);
- North of the Fry Road junction (March 20 to 22, 2001);
- North of the Cherry Street junction in downtown Dixon (December 5 to 7, 2006);
- North of the A Street junction in downtown Dixon (March 13 to 15, 2001)
- North of the North Adams Street junction in downtown Dixon (December 5 to 7, 2006);
- South of the I-80 junction in Dixon (September 14 to 16, 2004); and
- Solano/Yolo county line in Davis (April 7 to 8 and April 13 to 14, 2004).

Daily, and AM and PM peak hour counts were assembled for each of these locations, and were adjusted to represent 2007 conditions. Traffic adjustment factors were developed using growth estimates from the Caltrans Traffic and Vehicle Data Systems Unit over a 10-year period (1996 to 2006). A consistent growth factor was not used for the entire corridor as different segments have experienced varying degrees of growth over the period. Once the counts were factored to represent 2007 conditions, the traffic counts were balanced to ensure traffic movement continuity in the corridor. The results of this balancing process are shown in Figures 2.1, 2.2, and 2.3, which display Daily, and AM and PM peak hour bi-directional traffic flows on SR 113.

Figure 2.1 SR 113 Bi-Directional Daily Traffic Volumes

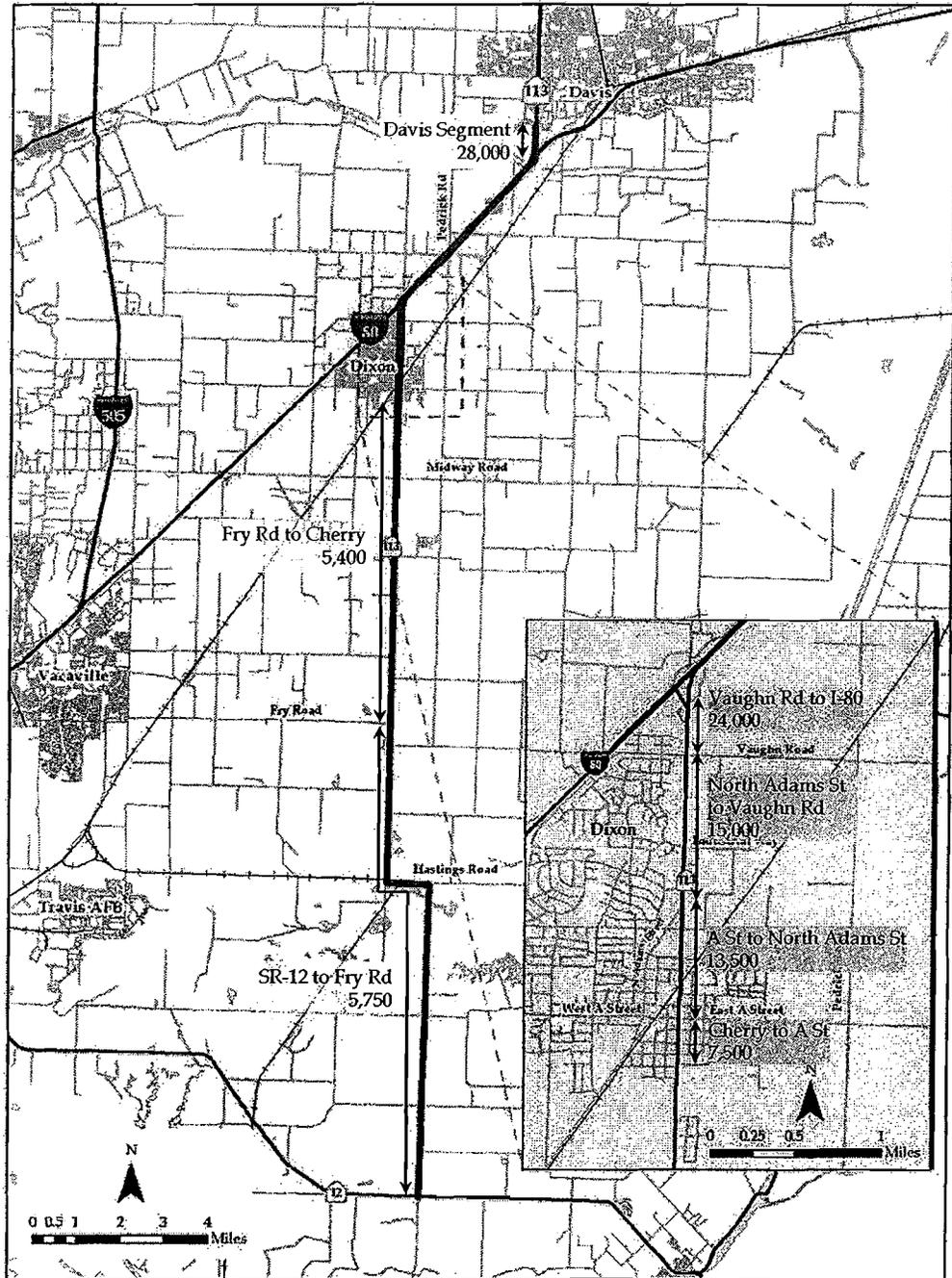


Figure 2.2 SR 113 Bi-Directional AM Peak Hour Traffic Volumes

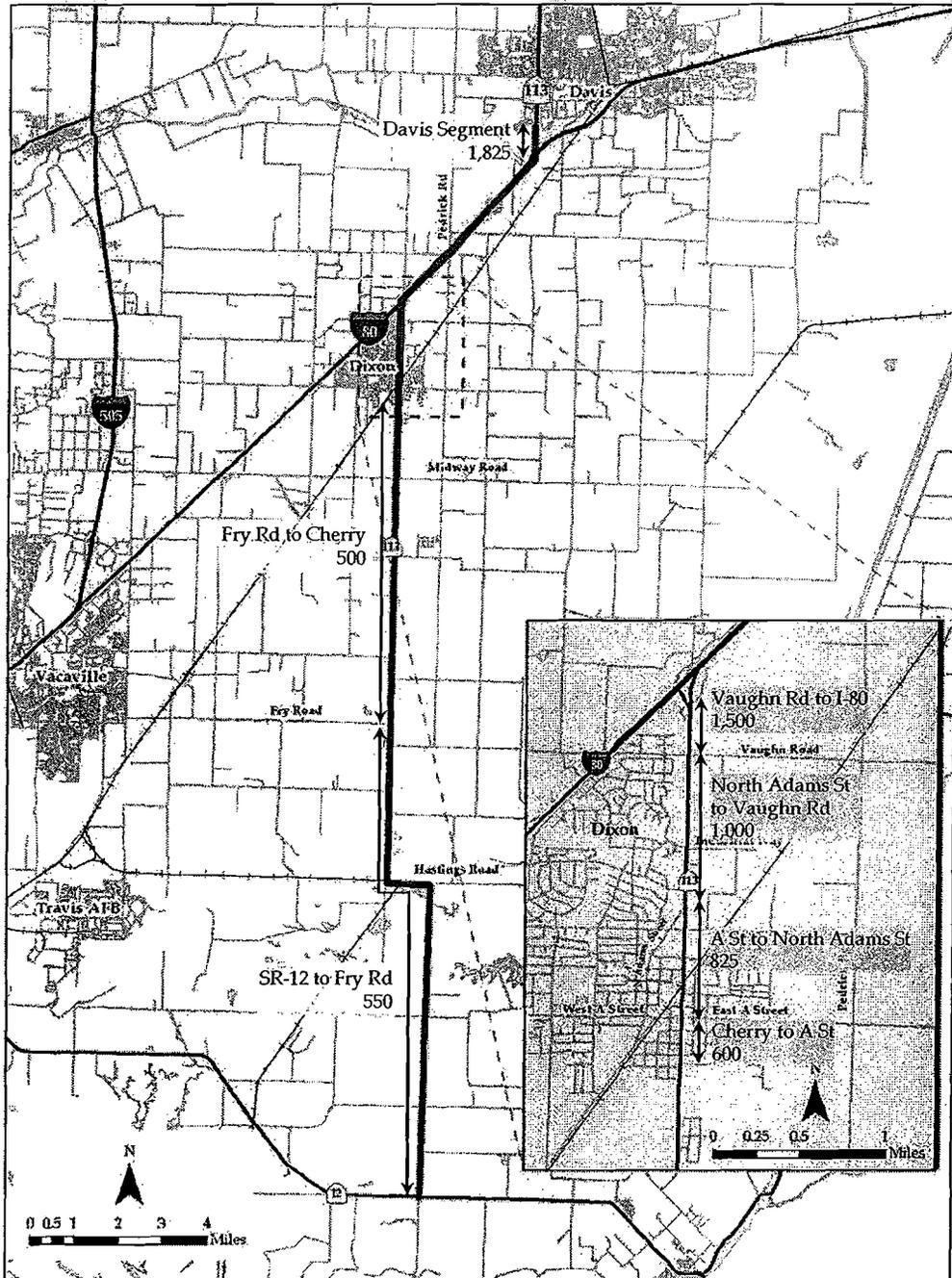
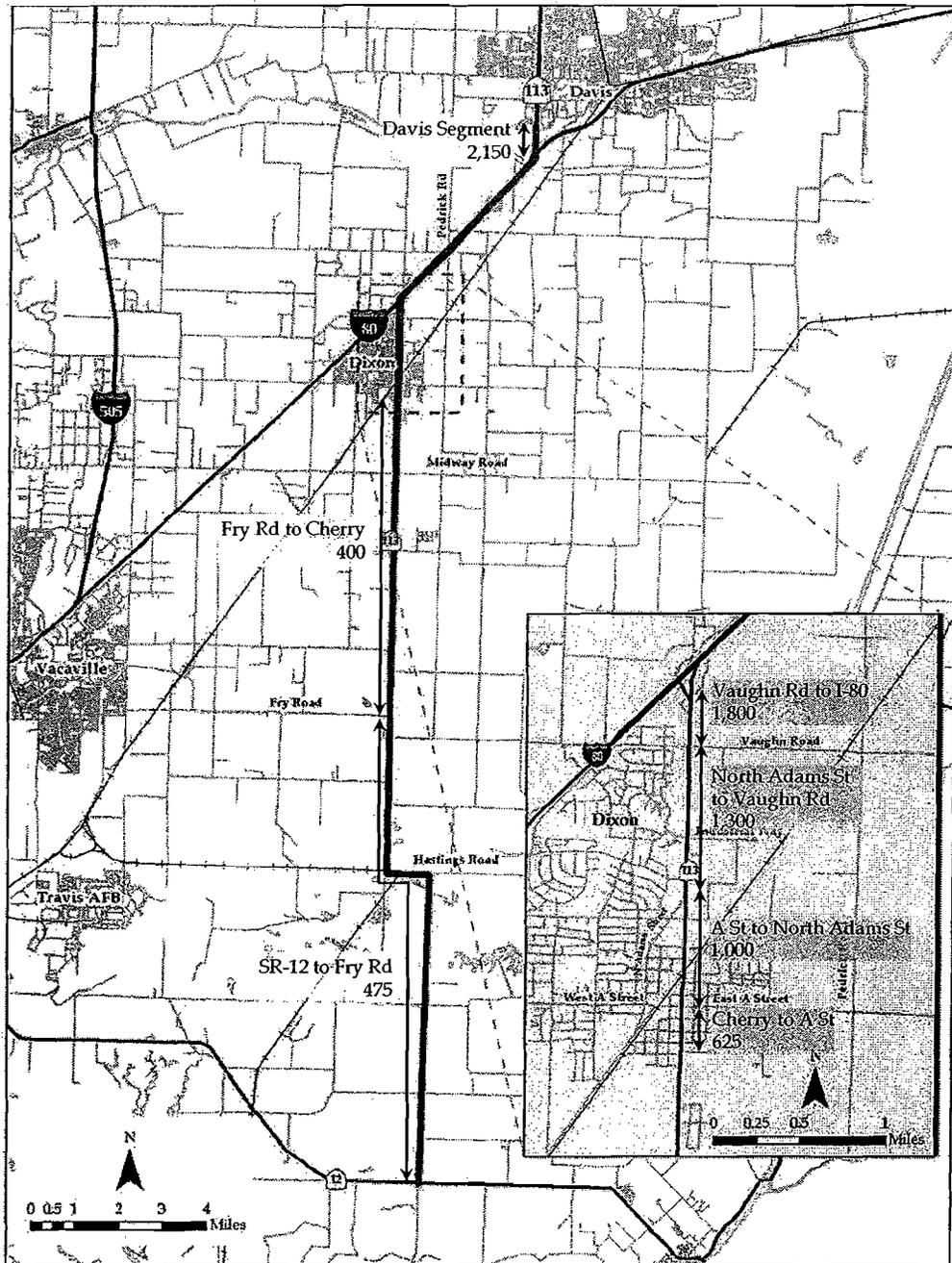


Figure 2.3 SR 113 Bi-Directional PM Peak Hour Traffic Volumes



A more detailed description of traffic volumes can be best presented by dividing the corridor into several sections, each characterized based on the amount of traffic. On a daily basis, the highest volumes in the SR 113 corridor are located north of I-80, where SR 113 operates as a divided freeway. This portion of the corridor bisects the University of California, Davis campus. SR 113 in the Davis area serves as a connector for the community to I-80, which ultimately connects to the San Francisco Bay Area and Sacramento regions. Furthermore, SR 113 serves as a north-south connector to Woodland and I-5, located north of the corridor study area.

The segments with the next highest traffic volumes are located within the urban area of the City of Dixon. SR 113 within this area is an urban arterial that serves as a major thoroughfare for local traffic. In the rural areas south of Dixon, traffic volumes are significantly lower, mostly comprised of regional travel, with a mix of through regional traffic. Based on the Caltrans traffic data and the Dixon Downs Draft Environmental Impact Report (EIR), truck percentages along SR 113 ranges between five and eight percent.

## 2.2 TRAFFIC CONDITIONS

This section presents a planning-level analysis of current traffic conditions along SR 113 within the study area. A planning level of Service (LOS) analysis was conducted to assess the adequacy of SR 113 to accommodate existing traffic levels. LOS is used to characterize operational conditions within a traffic stream and the motorist's perception of these conditions. LOS is a quantitative measure of transportation system operations with LOS A representing free-flow conditions and LOS F representing gridlock conditions. Table 2.1 describes each LOS category used in this analysis.

**Table 2.1 Level of Service Definitions**

LOS	Operational Characteristics
A	No congestion or delay. Free flow.
B	No congestion or delay. Free to stable flow, light to moderate volumes.
C	None to minimal delays. Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	Minimal to substantial delays. Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	Significant delays. Extremely unstable flow, maneuverability, and psychological comfort extremely poor.
F	Considerable delays. Forced or breakdown of traffic flow.

Source: Caltrans District 11, State Route 76 Transportation Concept Report, 2002.

Roadway segment LOS was determined for peak-hour traffic volume levels on the rural and freeway segments of the SR 113 corridor. This LOS analysis was based on thresholds established in the Solano Comprehensive Transportation Plan (2002), as well as from measurements from the Dixon Downs Horse Racetrack and Entertainment Center Project Draft EIR. Roadway segment LOS for the urban segment of SR 113 in Dixon was determined based on thresholds established by the City of Dixon. Tables 2.2 and 2.3 display the maximum bi-directional traffic volume for each LOS category and by functional class.

**Table 2.2 Roadway Segment Level of Service Volume Thresholds**

Functional Classification	Number of Lanes	Maximum Bi-Directional Peak Hour Traffic Volume at				
		LOS A	LOS B	LOS C	LOS D	LOS E
Freeway	4	2,100	3,300	4,900	6,200	7,000
	6	3,000	4,700	7,000	8,900	10,500
	8	3,900	6,100	9,100	11,600	14,000
Urban Minor Arterial	2	N/A	N/A	820	1,230	1,380
	4	N/A	N/A	1,730	2,540	2,800
Rural Minor Arterial	2	N/A	N/A	640	1,150	1,250
Collector	2	N/A	N/A	550	820	920

Source: Solano Comprehensive Transportation Plan, 2002.

**Table 2.3 City of Dixon Traffic Volume Thresholds**

Functional Classification	Number of Lanes	Maximum Traffic Volume (Daily/Peak Hour)				
		LOS A	LOS B	LOS C	LOS D	LOS E
Arterial	2	N/A	N/A	8,800/950	13,200/1,400	14,800/1,540
	4	N/A	N/A	18,600/1,950	27,300/2,850	30,100/3,100
Minor/Major Collector and Industrial	2	N/A	N/A	5,900/750	8,800/1,110	9,900/1,220
	4	N/A	N/A	12,500/1,540	18,300/2,250	20,200/2,460
Local	2	N/A	N/A	N/A	N/A	N/A

Source: City of Dixon Engineering Design Standards and Construction Specifications, 2003.

Table 2.4 shows the LOS values for SR 113 for both the a.m. and p.m. peak hours. It should be noted that the segment of SR 113 between North Adams and A Street is approaching unacceptable LOS levels as a result of the high volume of traffic on this two-lane segment. Whereas a slight deficiency in the LOS is shown for this roadway location, the intersection LOS for the adjacent junction of SR 113 and A Street, as detailed in the Dixon Downs Draft EIR, is shown to be acceptable with LOS C.

**Table 2.4 Peak-Hour Level of Service for SR 113 Highway Segments**

SR 113 Segment	Functional Class	Bi-Direction Traffic Volume					
		AM Peak		PM Peak		Daily	
		Volume	LOS	Volume	LOS	Volume	LOS
Solano/Yolo Line – I-80	Freeway	1,825	B	2,150	B	28,000	N/A
I-80 – Vaughn	4-lane Arterial	1,500	C	1,800	C	24,000	D
Vaughn – North Adams	4-lane Arterial	1,000	C	1,300	C	15,000	C
North Adams – A	2-lane Arterial	825	C	1,000	D	13,500	E
A – Cherry	2-lane Arterial	600	C	625	C	7,500	C
Cherry – Fry	Rural Minor Arterial	500	B	400	B	5,400	N/A
Fry – SR 12	Rural Minor Arterial	525	B	475	B	5,700	N/A

Source: Cambridge Systematics, Inc., 2007.

North of Dixon, through traffic on SR 113 must navigate I-80 in order to access the continuation of SR 113 in Davis. Table 2.5 displays the p.m. peak-hour LOSs of I-80 segments before and after the junction with SR 113 in Dixon. The results of this analysis show the operational performance of the freeway and the affects of those vehicles accessing SR 113 from points east and west of Dixon. The LOSs for the I-80 freeway segments were obtained from the Dixon Downs Draft EIR (based on vehicle density).

**Table 2.5 I-80 Freeway Mainline Levels of Service**

Freeway Mainline Segment	PM Peak Hour LOS	
	Westbound	Eastbound
West of SR 113 Dixon	C	C
East of SR 113 Dixon	C	C

Source: Dixon Downs Horse Racetrack and Entertainment Center Project Draft Environmental Impact Report, 2005.

Table 2.6 shows the LOS for the ramps that connect SR 113 with I-80 north of Dixon. These values were also obtained from the Dixon Downs Draft EIR and are also based on density.

**Table 2.6 I-80 Ramp Junction Levels of Service**

Freeway Ramp Junction	Weekday PM Peak Hour
SR 113 Dixon to I-80 EB	C
I-80 EB to SR 113 Dixon	C
I-80 WB to SR 113 Dixon	D
SR 113 Dixon to I-80 WB	C
Currey Road to I-80 WB	C

Source: Dixon Downs Horse Racetrack and Entertainment Center Project Draft Environmental Impact Report, 2005.

## 2.3 TRUCKS

The truck classification counts, performed as part of the Dixon Downs Draft EIR, indicate that truck traffic along SR 113 in the vicinity of I-80 in Dixon represents approximately five to eight percent of total traffic in the p.m. peak hour. As a comparison, trucks represent three to six percent of total traffic on I-80 in the Dixon area. Data from the Caltrans Traffic and Vehicle Data Systems Unit indicate that trucks represent approximately six to seven percent of traffic on the rural segments of SR 113 south of Dixon. This proportion is lower than that of SR 12, which has 11 percent of its traffic classified as trucks.

## 2.4 TRANSIT

The City of Dixon operates a public dial-a-ride transit system that provides curb-to-curb transit service within Dixon city limits. Operating hours are from 7:00 a.m. to 6:00 p.m., and fares range from \$0.50 for children to \$1.50 for adults. Senior and disabled passenger fares are \$1.00, while youth fares are \$1.25. Fixed transit services are not currently available within city limits or in the SR 113 corridor. Fairfield/Suisun Transit provides service between UC Davis and Fairfield that includes a stop in Dixon. Solano Paratransit provides door-to-door transportation service for residents of Dixon and other cities within Solano County.

## 2.5 SUMMARY OF KEY EXISTING TRAFFIC POINTS

A review of existing traffic conditions in the SR 113 corridor reveals that:

- Capacity along the corridor is generally sufficient to handle current traffic volumes; and
- The freeway segment located in Davis has the highest traffic volumes, followed by the urban segments in Dixon.



DATE: December 14, 2007  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Route 30 and Route 90 Update

**Background:**

Fairfield/Suisun Transit (FST) operates Route 30 and Route 90 on behalf of the Solano Transportation Authority (STA). Until this fiscal year, Route 30 and Route 90 were funded by Transportation Development Act (TDA). Over the years, the STA has secured a variety of other funds for these routes. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, State Transit Assistance Funds, and Regional Measure 2 Funds. Effective FY 2008-09, funding for Route 30 and Route 90 is determined by the Intercity Transit Funding Agreement and all seven cities, the County of Solano and STA contribute funding.

Route 30 has been operating five roundtrips, Monday to Friday, to Sacramento since March 2003. This route is a commuter focused express route that connects several local jurisdictions, including Fairfield, Vacaville, Dixon, Davis, and Sacramento. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit needs issue. Since this service change was made to extend the service to Sacramento, ridership and performance have continued to increase and improve.

Route 90 operates from 4:10 a.m. to 8:12 p.m., Monday thru Friday. Fairfield has been operating this route since October 2006. The previous operator was Vallejo Transit. This route is also a commuter focused route that services Fairfield, Suisun City AMTRAK, and El Cerrito del Norte BART.

**Discussion:**

Over the last seven years, Route 30 ridership has been steadily increasing. In fact, ridership has increased by 140% since 2000 to 2007. Looking at ridership data for FY 2006-07 compared to prior FY 2005-06, ridership increased by over 7%. The increased ridership combined with the fare increase that went into effect October 2006 contributed to the increase of the farebox ratio from 12.2 % in farebox ratio for FY 2006-07 of 33.3%. In analyzing just the data during the nine months after the fare increase, the farebox ratio increased to 39%.

Since FST has been operating Route 90 for just one year, comparison data is limited. Looking at ridership data for the last 12 months compared to Vallejo's prior 12 months of operation, ridership significantly increased by 28% in this current year (October 2006

to September 2007). According to FST, the farebox ratio was 38% during the nine month period of October 2006 to June 2006. This is the time frame of the fare increase. More analysis will be completed as the data is accumulated.

**Fiscal Impact:**

None.

**Recommendation:**

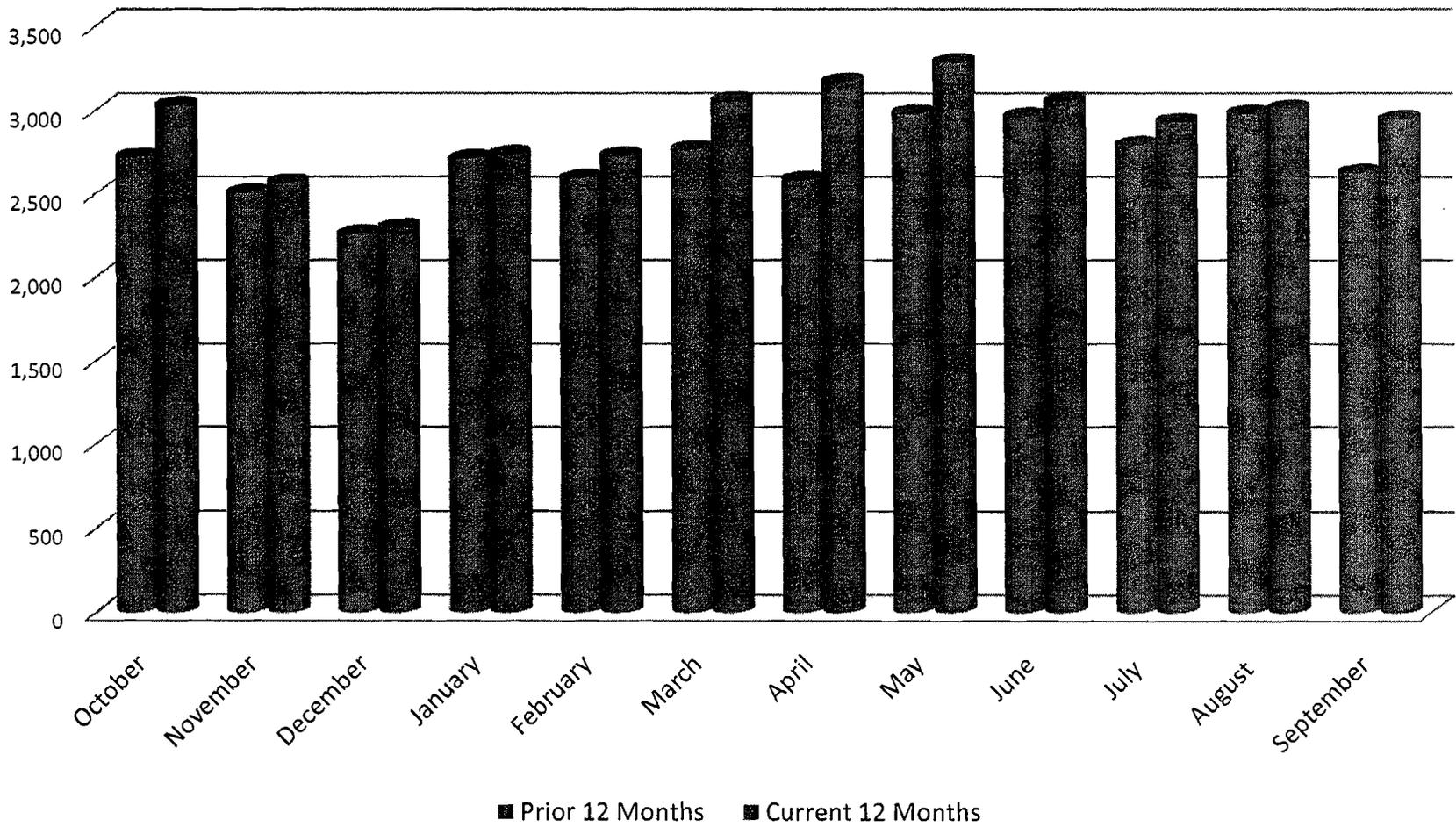
Forward to the STA Board to receive and file.

**Attachments:**

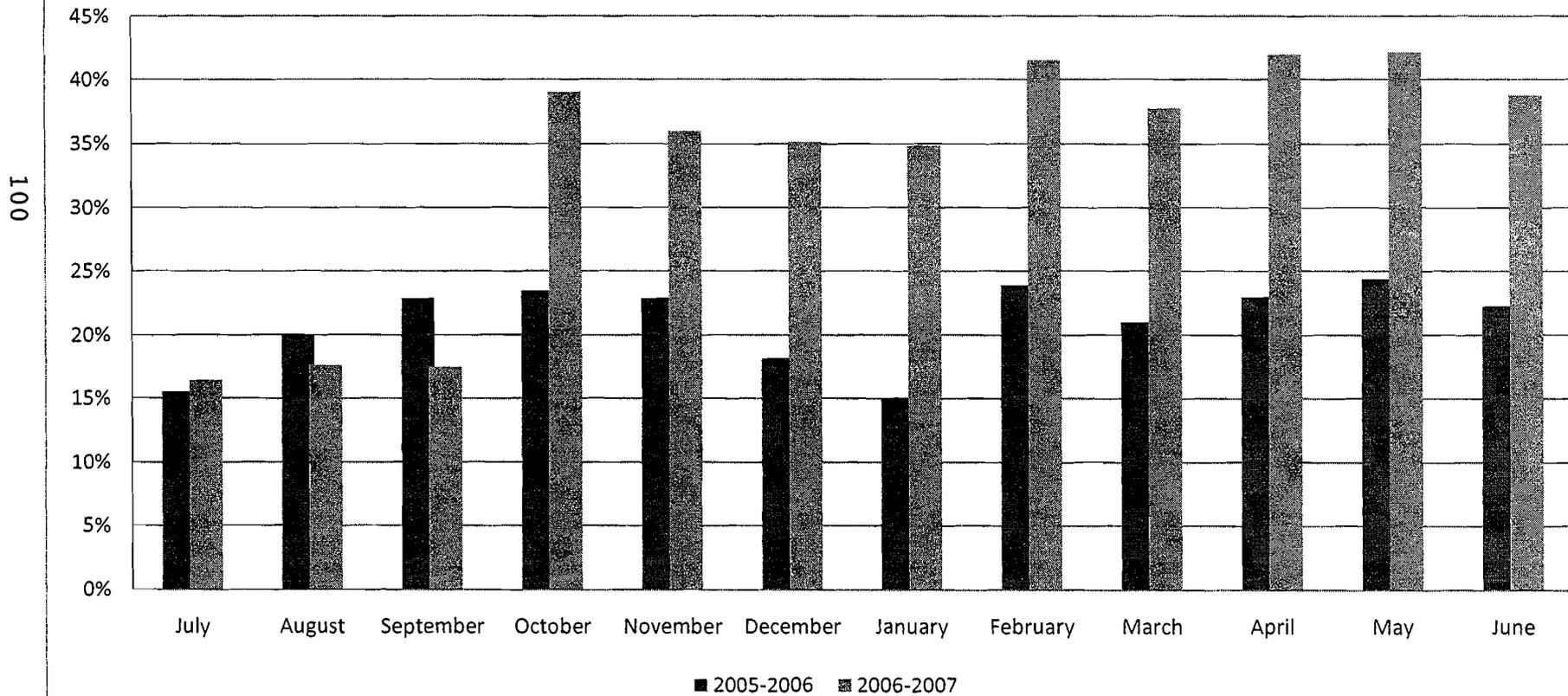
- A. Route 30 Ridership
- B. Route 30 Farebox Ratio
- C. Route 30 History of Ridership Growth
- D. Route 90 Ridership

# Route 30 Ridership

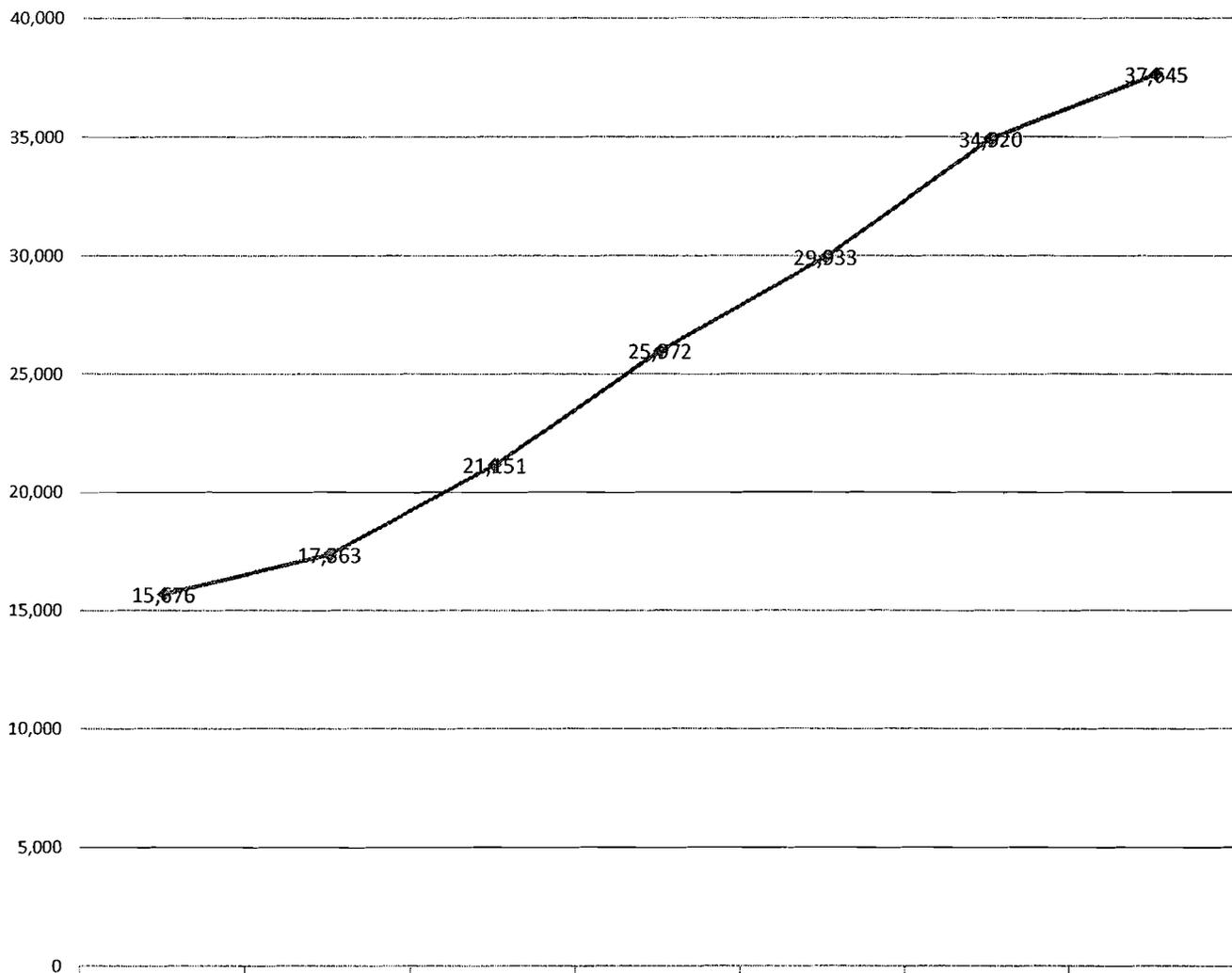
7.18% Overall 12-Month Growth  
20.7% Overall Prior 12-Month Growth  
Ridership Last 12 Months = 34,839  
Ridership Prior Months = 32,506



**Route 30 Farebox Ratio**  
**12.2% Overall 12 Month Growth**  
**Farebox Ratio for 2006-2007 = 33.3%**  
**Farebox Ratio Prior 12 Months = 21.1%**  
**Fare Increase - October 2006**  
**Farebox Ratio for Oct 06-Jun 07 = 39%**

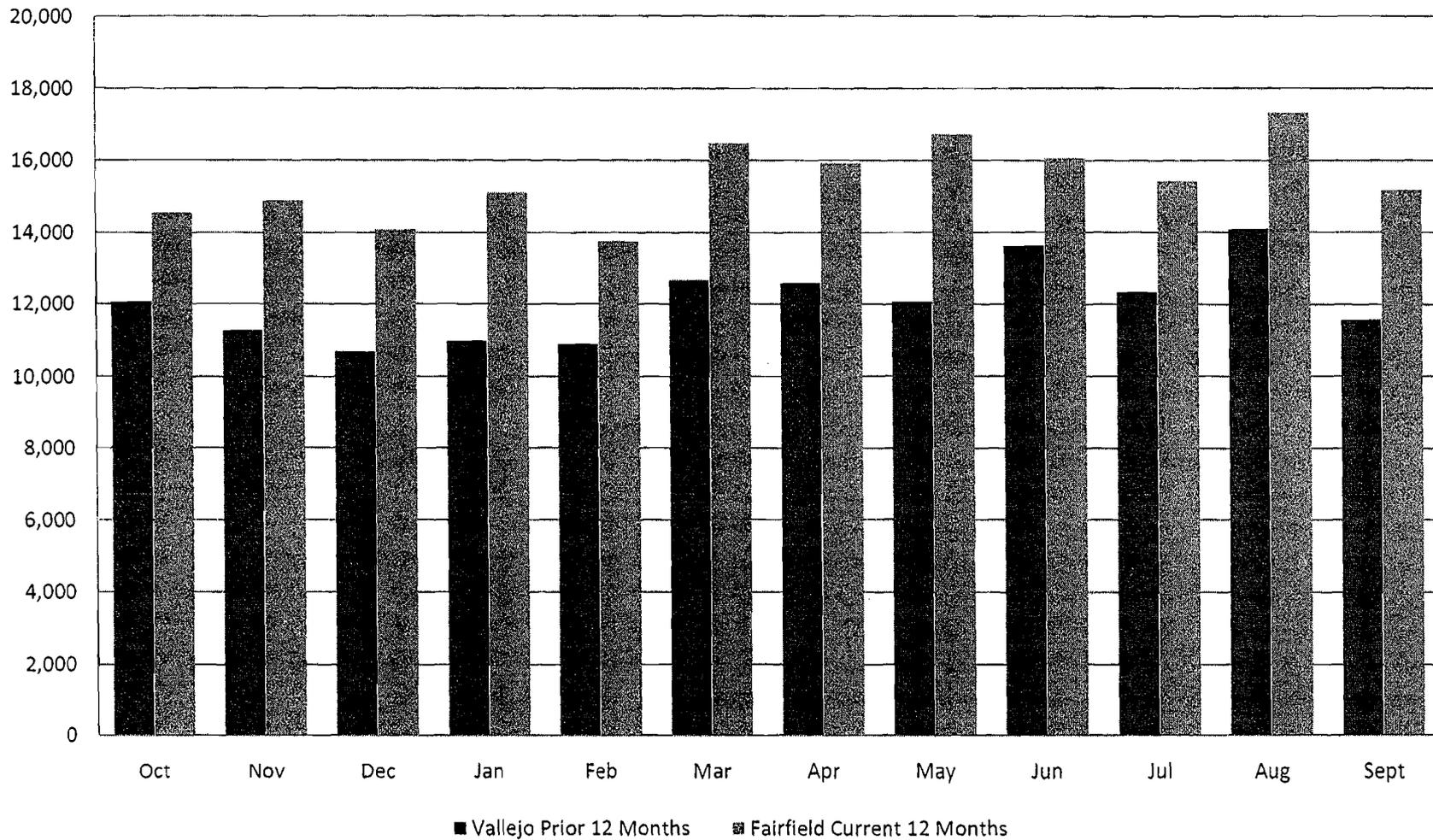


**Route 30**  
**History of Ridership Growth**  
**Project a 7 % Ridership Growth for 2007**  
 Ridership Growth Over Seven Year = 140%



—●— Ridership Growth by Year

**Route 90 Ridership**  
**28% Overall 12 Month Growth**  
**Ridership Last 12 Months = 185,532**  
**Ridership Prior 12 Months = 144,873**





DATE: December 14, 2007  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano Paratransit Status Update

**Background:**

The Americans with Disabilities Act of 1990 (ADA) is federal legislation prohibiting discrimination against people with disabilities. One of the overriding principles of the ADA is to ensure that all people have equal access to public transportation. In order to ensure this access, public transit vehicles and facilities are required to be fully accessible and usable by persons with disabilities. For people who are unable, due to a physical or mental disability (including mobility or cognitive impairments) to independently use public fixed-route transportation, paratransit services must be made available.

Six of the seven cities in Solano County operate their local paratransit service (Fairfield operates this service for Suisun City). Solano Paratransit is an enhanced service that goes beyond the basic ADA requirements by offering an intercity Paratransit service in central and eastern Solano County. Solano Paratransit provides an intercity transportation service for residents of Dixon, Vacaville, Fairfield, Suisun City, Rio Vista, and unincorporated county areas of eastern Solano County that are transportation handicapped as defined by the Americans with Disabilities Act (ADA) of 1990. Benicia and Vallejo operates their own paratransit service.

Solano Paratransit is governed by the Solano Transportation Authority and is operated by Fairfield/Suisun Transit. Fairfield-Suisun Transit (FST) has been operating Solano Paratransit through an agreement with the Solano Transportation Authority (STA) since 1995.

Fairfield/Suisun Transit (FST) operates Solano Paratransit on behalf of the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Each agency contributes local Transportation Development Act (TDA) funds for this service. Over the years, the STA has secured a variety of other funds for this service including federal Section 5310 grants for new vehicles and Regional Paratransit State Transit Assistance Funds.

**Discussion:**

Solano Paratransit operates Monday-Saturday. The time of operation is Monday through Friday, 7:00 am to 7:00 pm and on Saturday, 8:00 am to 5:00 pm. Over the last 12 years, Solano Paratransit has averaged approximately 10,000 riders per year. Ridership declined by almost 1,000 riders from 2005-2006 to 2006-2007. Out of the 10,699

passenger that used Solano Paratransit last year, Fairfield had the highest ridership at 41% and the fewest number of riders resided in the county unincorporated area at 2%,

The farebox ratio experienced a steady decline beginning 2002-2003. The STA approved a fare increase effective October 2006. This fare increase stabilized the farebox recovery ratio despite an increase of service costs. In 2005-2006, cost for vehicle hour was \$62.48. A 19% increase in FY 2006-07 brought the cost per revenue hour to \$74.47. The STA staff will continue to work with FST to monitor ridership, performance, and improve the service's efficiency.

**Fiscal Impact:**

None

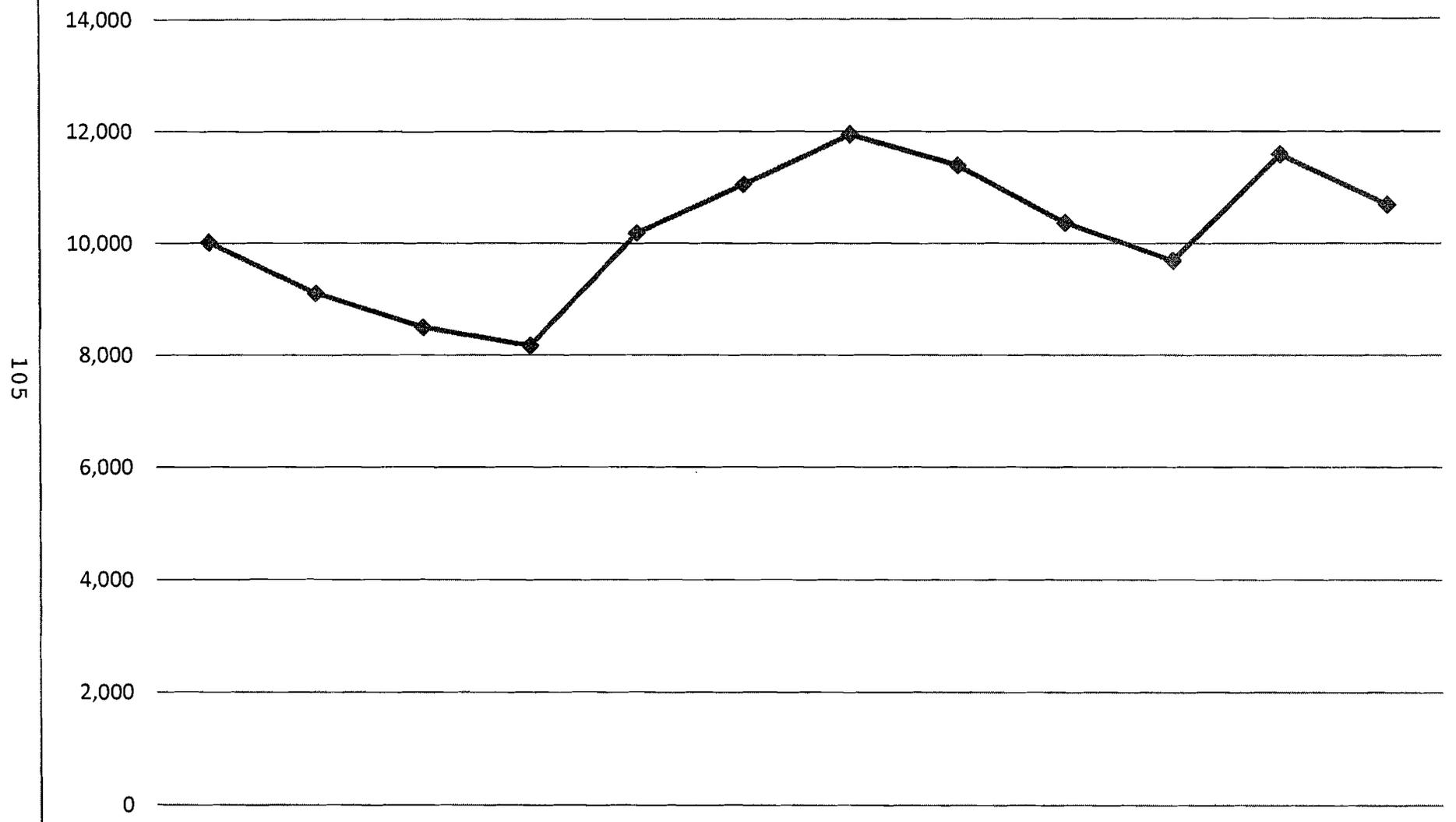
**Recommendation:**

Forward to the STA Board to receive and file.

Attachments:

- A. History of Ridership
- B. History of Farebox Ratio
- C. Ridership of Residence

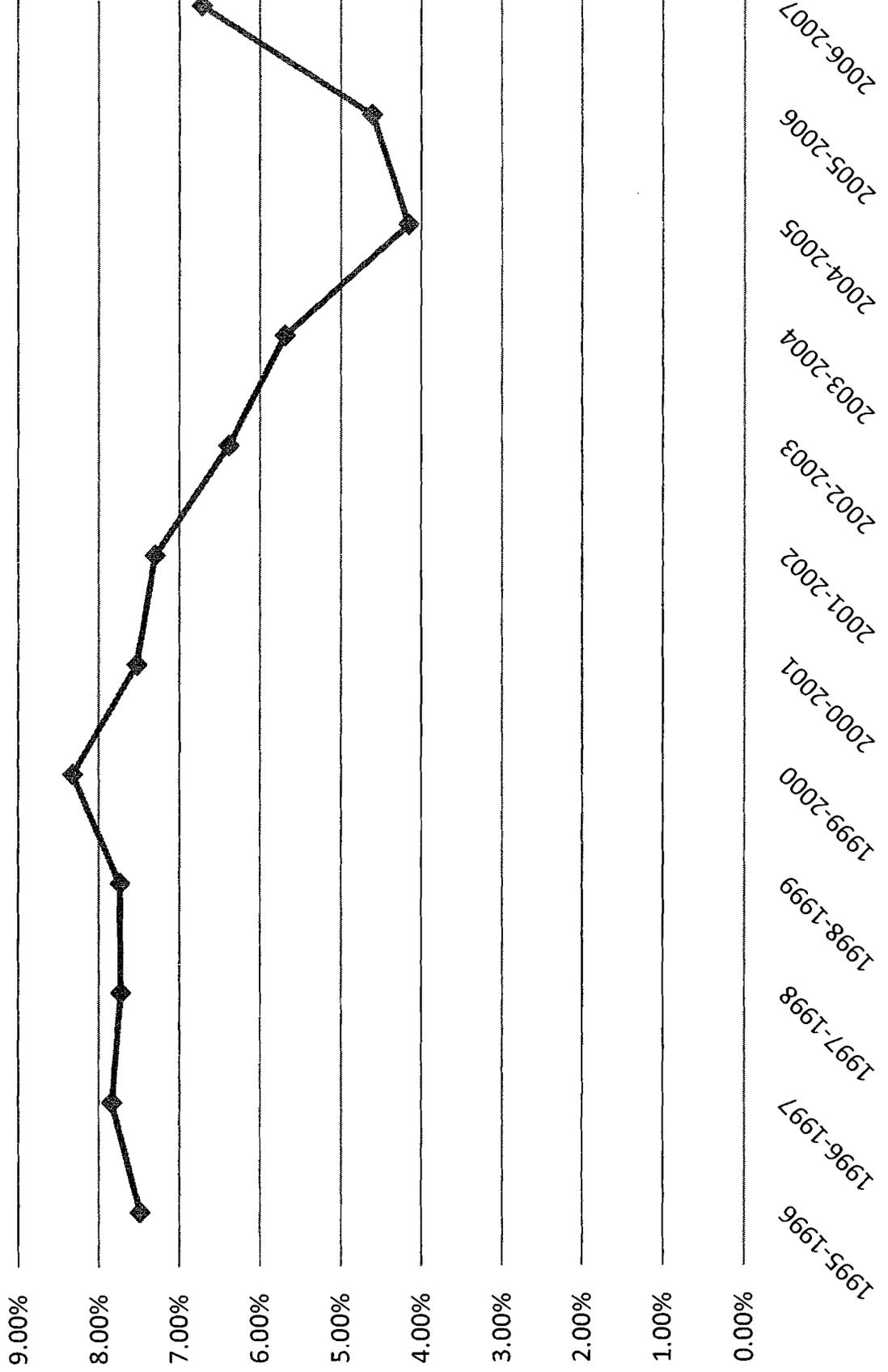
# Solano Paratransit History of Ridership



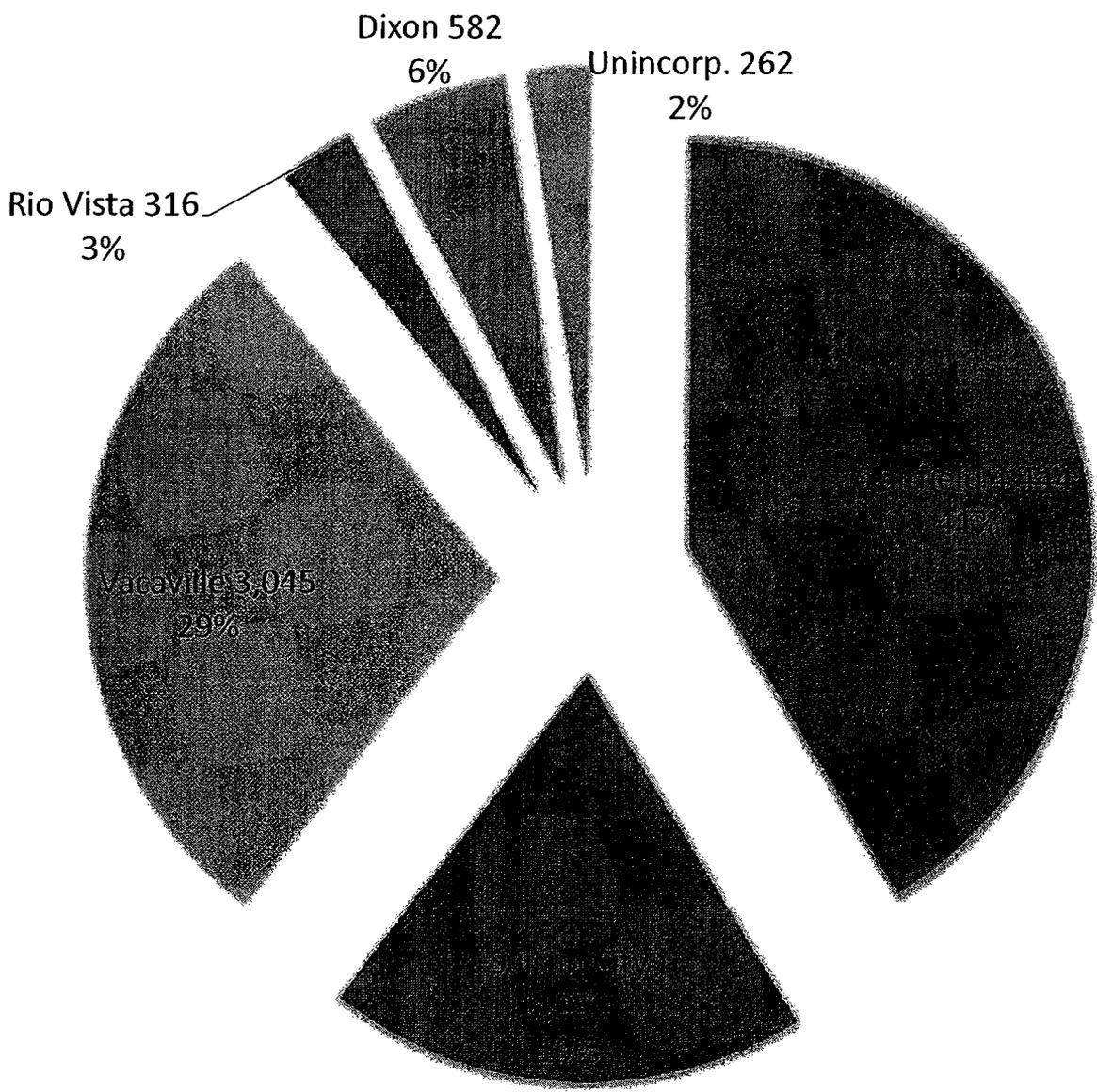
105

ATTACHMENT A

### Solano Paratransit History of Farebox Ratio



**SOLANO PARATRANSIT  
2006-2007  
Ridership by Residence  
Total 10,699**



**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 18, 2008  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Final 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.

STA staff forwarded the Draft 2008 Legislative Platform and Priorities with TAC and Consortium feedback to the STA Board in December, with a recommendation to distribute the draft document for a 30-day review and comment period. As there are not 30 days between the December and January STA Board meetings, the Board released the document for a 21-day review and comment period. The deadline for comments is January 4, 2008, which is after this next TAC Committee meeting of January 2, 2008.

The draft is currently the same as previously reviewed by this committee on November 28, 2007. Staff is working with STA Board Member Patterson to include two items in the platform relative to the Sacramento/San Joaquin Delta Plan and High Speed Rail. Staff will bring all available comments and updates to the meeting on January 2, 2008. The Final Draft 2008 Legislative Platform and Priorities is scheduled for the January 9, 2008 STA Board meeting for consideration of adoption.

**Recommendation:**

Forward STA's Final Draft 2008 Legislative Priorities and Platform to the STA Board for approval.

Attachment A:

STA's Final Draft 2008 Legislative Priorities and Platform

**THIS PAGE INTENTIONALLY LEFT BLANK**

# **Solano Transportation Authority**

## **FINAL 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)

*\* Federal Priority Projects*

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

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

development of the Emergency Water Transportation System Management Plan and the transition plan.

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.

### **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.

# FINAL 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.

## **FINAL 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 from MTC as a planning agency.
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.

## **FINAL 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.

## **FINAL 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.

## **FINAL 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.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 18, 2008  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) Call for Projects  
Status

**Background:**

On December 12, 2007, the STA Board authorized a Call for Projects for the 2009 update of the Metropolitan Transportation Commission's Regional Transportation Plan (RTP). In order to be included in the RTP, projects must be submitted to MTC for traffic modeling and air quality analysis.

**Discussion:**

On December 11, 2007, MTC released a memo including guiding criteria for RTP project submittal. Those guidelines are:

- All submittals must be received by MTC no later than Friday, February 15, 2007. MTC will provide the nine Congestion Management Agencies (CMAs) with county funding targets. Submittals must be consistent with these targets. As of this date, the targets have not been released.
- The CMAs will coordinate project submittals. On-line submittal forms will be provided by MTC and completed by local jurisdictions, but will require final approval by the CMA before acceptance by MTC.
- To be considered, projects or programs must be included in or derived from one of the following documents:
  - MTC Resolution 3434
  - Regional Rail Plan
  - Regional Operations Program
  - Community Based Transportation Plan
  - Short-Range Transit Plans
  - Freeway Performance Initiative
  - Regional High Occupancy Toll Network Study
  - Coordinated Public Transit – Human Services Plan
  - Transit Coordination Implementation Plan
  - Countywide Transportation Plans

- Congestion Management Plans
  - Funding Programs (RM1, RM2, CMIA, TCRP, TLC/HIP/Station Area Plans, etc.)
  - Regional Goods Movement Plans
  - Transportation Sales Tax Expenditure Plans
  - Regional or Local Bicycle/Pedestrian Plans
  - Transportation Control Measures from Air Quality Plans
- All projects must have a public agency sponsor.
  - Each CMA is responsible for conducting and documenting a public outreach effort for the RTP projects.
  - MTC will develop and distribute a “project-level performance evaluation” that all projects must undergo before inclusion in the RTP. MTC will complete this evaluation in March 2008.

At the December 17<sup>th</sup> Partnership Technical Advisory Committee (PTAC) meeting, there was significant concern expressed about the February 15<sup>th</sup> timeline. PTAC members felt that there was not enough time for local jurisdictions to provide all of the information requested by MTC and to provide a meaningful public review process. MTC staff stated that the February 15, 2008 deadline was not flexible.

MTC has not publicly released the on-line submittal forms. When the forms are released, STA staff will ensure that each city and the county are immediately informed and given access.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: December 12, 2007  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2008-09

**Background:**

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and road in FY 2007-08. Four out of eight jurisdictions used TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville, and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff will then select pertinent comments for Solano County's local transit operators to respond to. The STA coordinates with the transit operators to prepare a countywide response.

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

If the transit operators, the STA, and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2008-09. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

This year's annual Unmet Transit Needs public hearing for FY 2008-09 was held on December 4<sup>th</sup> at the Solano County Administration Center (SCAC) in Fairfield. STA staff worked with MTC and local transit operators to outreach to the public. MTC

produced the flyer that announced the public hearing and it was provided to transit operators to post on their buses and at other locations. Transit operators were encouraged to attend.

The turnout for this year's Unmet Need hearing was one of the most well attended hearings in many years. Fourteen members of the community presented comments. In previous Unmet Needs hearings, the average public speakers have been five to ten. There were also three MTC staff, two STA staff, and three representatives from transit agencies along with two MTC Commissioners.

MTC has begun to summarize the key issues of concern and will forward them to the STA in January to coordinate a response. In general, comments ranged from concerns with Paratransit services to local and intercity express services. The comments will be provided at the TAC and Consortium meetings. STA staff will work with the affected transit operators to coordinate Solano County's coordinated response.

Although four local jurisdictions have used TDA funds for streets and roads in FY 2007-08 (Rio Vista, Suisun City, Vacaville, and the County of Solano), Suisun City and Vacaville have committed in writing that they will no longer use TDA funds for Street and Roads after this fiscal year. The City of Rio Vista and the County of Solano presently have no plan to phase out the use of TDA funds for streets and roads purposes. All eight jurisdictions are subject to the Unmet Transit Needs process.

**Fiscal Impact:**

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

**Recommendation:**

Informational.



DATE: December 12, 2007  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Federal Transit Administration (FTA) Section 5311 Funding for  
Fiscal Year (FY) 2007-08 and 2008-09

**Background:**

Last month, MTC was soliciting for projects for FY 2007-08 through FY 2008-2009 for the Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) program for the San Francisco Bay Area region. Eligible applicants include public agencies, non-profit agencies, and Indian tribes. These funds are available for capital and operating expenses for general public transportation services to nonurbanized areas, that is, any area outside designated urbanized areas. In Solano, Dixon, Rio Vista, and much of the unincorporated areas of the County are outside the designated urbanized area.

MTC annually develops a regional Program of Projects (POP) for submittal to Caltrans. Caltrans then submits a statewide POP to FTA for approval. The MTC regional POP is a multi-year program, and the current solicitation covers FY 2007-08 through FY 2008-09. For FY 2007-08, a POP has already been programmed. However, in this past solicitation, MTC was seeking to program the carryover funds available. For FY 2008-09, no prior program existed and MTC was seeking to develop a POP for this remaining year of the current federal transportation authorization period.

MTC staff screens and evaluates all proposals received based on established Funding Objectives and Criteria guidelines that are set by priorities. These priorities are as follows:

1. Basic capital replacement
2. Operating assistance for current service
3. Preventative maintenance
4. Expansion Support
5. Service Enhancement

**Discussion:**

The Bay Area regional funding requests exceeded the available funding levels. The attached table shows all the applications received and the draft recommendations for funding levels. Each submitted project was assigned a priority number. All Priority 1 project requests were funded. All Priority 2 project requests were funded at 3% above the previous year's level in both years. All Priority 2 projects for FY 2007-08 were funded, and then funded at an additional 3% for FY 2008-09. Priority 3 project requests received no additional funding in FY 2007-08, and were partially funded in FY 2008-09. No Priority 4 or 5 projects were funded in either year.

MTC will present the draft program to the Programming and Allocation Committee on December 12, 2007 and then to the Commission on December 19, 2007. The final program will be amended into the TIP following the Commission action. Should the actual regional apportionments come in less than the amount estimated to be available, project sponsors will be notified and adjustments may be made in order to financially constrain the program.

If awarded, this will be the first time Fairfield/Suisun Transit (FST) will receive 5311 operating assistance for Route 30. STA took the lead and worked with FST to prepare and submit the 5311 funding application. Vallejo started receiving these funds in FY 2005-06 for their Route 85 which travels through unincorporated areas of the County. Dixon has been requesting 5311 funds for vehicle replacement and other capital needs. Rio Vista has been successful in obtaining these funds for operating assistance. If awarded, overall the county will receive an additional \$112,094 for FY 2007-08 in addition to their previous awarded amount of \$252,493. For FY 2008-09, Solano County may receive \$494,195. Please see Attachment A for details and for a summary of other federal funding opportunities, see Attachment B.

**Fiscal Impact:**

No impact on the STA budget. The 5311 funding that Fairfield/Suisun and Vallejo will receive for operating assistance will benefit all local jurisdiction as they all contribute to the funding of intercity services. These additional funds will be incorporated into the intercity funding agreement cost sharing calculations and will decrease the need for local TDA funds.

**Recommendation:**

Informational.

Attachments:

- A. Regional List of 5311 Projects
- B. Federal Funding Categories

**Section 5311 FY08-09 Call for Projects**

**Applications Received**

29-Nov-07

FY08 Funding Available	\$	368,104
FY09 Funding Available	\$	1,349,626

**FY08 Applications Received**

<u>Applicant</u>	<u>Project</u>	<u>Project Type</u>	<u>Sect. 5311 Request</u>	<u>Total Project Including Match</u>	<u>New/Additional Prog. Rec.*</u>	<u>Guidelines/ Priority No.</u>	<u>FY08 Current Program</u>
Dixon	Communications system upgrade/replacement	cap	\$ 32,000	\$ 40,000	\$ -	5	\$0
Rio Vista	Operating Assistance	oper	\$ 84,692	\$ 234,384	\$ 9,999	2	\$65,000
Marin County Transit	Operating Assistance	oper	\$ 368,476	\$ 707,161	\$ 6,767	2	\$335,583
Marin County Transit	Vehicle procurement/expansion	cap	\$ 114,980	\$ 129,877	\$ -	4	\$0
VTA	Preventive Maintenance	cap	\$ 250,000	\$ 893,912	\$ -	3	\$159,908
Fairfield-Suisun	Operating Assistance	oper	\$ 102,095	\$ 184,521	\$ 102,095	2	\$0
Vallejo	Operating Assistance	oper	\$ 186,493	\$ 729,803	\$ -	2	\$186,493
Total requested/recommended			\$ 1,138,736	\$ 2,919,658	\$ 118,861		
Total available					\$ 368,104		
Carryover					\$ 249,243		

\* increment in addition to currently programmed amount

**FY09 Applications Received**

<u>Applicant</u>	<u>Project</u>	<u>Project Type</u>	<u>Sect. 5311 Request</u>	<u>Total Project Including Match</u>	<u>New Prog Rec.</u>	<u>Guidelines/ Priority No.</u>	<u>Notes</u>
Dixon	Vehicle replacement	Cap	\$ 120,000	\$ 150,000	\$ 120,000	1	fully funded
Rio Vista	Operating Assistance	Oper	\$ 149,692	\$ 299,384	\$ 76,949	2	3% increase over FY08
Sonoma County Transit	Operating Assistance	Oper	\$ 140,962	\$ 670,577	\$ 140,962	2	fully funded (3% increase over FY08)
Sonoma County Transit	Vehicle replacement	Cap	\$ 381,000	\$ 461,010	\$ 381,000	1	fully funded
SamTrans	Coastside Operating Assistance	Oper	\$ 134,323	\$ 268,647	\$ 134,323	2	fully funded
SamTrans	Vehicle procurement/expansion	Cap	\$ 480,000	\$ 600,000		4	defer to future
Marin County Transit	Operating Assistance	Oper	\$ 437,975	\$ 833,592	\$ 352,418	2	3% increase over FY08
VTA	Preventive Maintenance	Cap	\$ 300,000	\$ 920,729	\$ 95,972	3	remainder after priorities 1,2
Fairfield/Suisun	Operating Assistance	Oper	\$ 108,583	\$ 196,247	\$ 105,158	2	3% increase over FY08
Fairfield/Suisun	Service Expansion	Oper	\$ 54,555	\$ 98,600		4	defer to future
Vallejo	Operating Assistance	Oper	\$ 199,548	\$ 780,889	\$ 192,088	2	3% increase over FY08
Total requested/recommended			\$ 2,506,638	\$ 5,279,675	\$ 1,598,869		
Total available					1,598,869		
Carryover					0		

125

ATTACHMENT A

Grant Program	Grant #	Statutory Reference	Appropriation	Program Description
Metropolitan & Statewide Planning	5303	49 U.S.C. 5303	Metropolitan Planning	These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide.
	5304	49 U.S.C. 5304	Statewide Planning	
	5305	49 U.S.C. 5305	Planning Programs	
Large Urban Cities	5307	49 U.S.C. 5307	Formula Grant	Planning, engineering design, capital projects, preventive maintenance, and some paratransit service costs.
Clean Fuels Grant Program	5308	49 U.S.C. 5308 and 49CFR 64	Discretionary	The program has a two-fold purpose. First, the program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Second, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.
Major Capital Investments (New Starts & Small Starts)	5309	49 U.S.C. 5309	Discretionary	New and replacement buses and facilities, Modernization of existing rail systems New fixed guideway systems (New Starts)
Transportation for Elderly Person and Person with Disabilities	5310	49 U.S.C. 5310	Formula Funding	Assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
Rural and Small Urban Areas	5311	49 U.S.C. 5311	Formula Funding	Supporting public transportation in nonurbanized areas. Funding may be used for capital, operating, & State administration.
Rural Transit Assistance Program	5311 b 3	49 U.S.C. 5311 b 3	Transit Planning & Research	Provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the specific needs of transit operators in nonurbanized areas.
Transit Cooperation Research Program	5313	(TCRP) 49 U.S.C. 5313(a)(2)	Research	Promotes operating effectiveness and efficiency in the transportation by conducting practical, near-term research designed to solve operational problems, adopt useful technologies from related industries and introduce innovation that provides better customer service.
National Research & Technology Program	5314	49 U.S.C. 5316	Research	FTA partners with the transportation industry to undertake research, development and education that will improve the quality, reliability, and cost-effectiveness of transit in America and lead to increases in transit ridership.
Job Access and Reverse Commute Program	5316	49 U.S.C. 5316 Circular 9050.1	Competitive	Improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals
New Freedom Program	5317	49 U.S.C. 5317 Section 3037	Formula	Provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society.
Alternative Transportation in Parks and Public Lands	5320	49 U.S.C. 5320		Administered by the Federal Transit Administration in partnership with the Department of the Interior and the Forest Service
Alternative Analysis	5339	49 U.S.C. 5339		To support technical work conducted within an alternative analysis, in which one of the alternatives is a major capital investment
University Transportation Centers Program	TEA-21 5505	40 U.S.C. 5505		Grants for university transportation research are awarded to non-profit institutions of higher learning by the Research and Special Programs Administration.
National Fuel Cell Technology Development Program	SAFETEA-LU 3045	SAFETEA-LU 3045	Competitive	Applicants that have successfully managed advanced transportation technology projects, including projects related to hydrogen and fuel cell public transportation operations for a period of not less than five years



DATE: December 17, 2008  
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. The first meeting of the agencies involved in the OTS grant is being set up by the California Highway Patrol in late January.

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. ACR 7, the Officer David Lamoree Memorial Highway bill, was also approved. The basic design of the memorial signage is complete, and installation and dedication plans are being developed. There are no pending legislative measures.

3) *Education*  
KUIIC Radio is now reading short (3-5 second) safety public service announcements (PSAs) related to SR 12. STA staff is working with the City of Fairfield staff to prepare a cable TV PSA that can be shown in a variety of jurisdictions. STA staff is looking at the ability to use OTS funds to purchase paid time for these PSAs and for radio advertising, starting in early 2008. An SR 12 Events Calendar is being prepared showing all planned events. The calendar will include activity on the Jameson Canyon portion of SR 12. Finally, Volume 2 of the SR 12 STATUS newsletter is ready for distribution.

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.

STA and Caltrans have developed a map (attached) showing shoulder, curve and turn lane work scheduled for 2008 and 2010. Significant work on curve correction and shoulder construction is set for the area between Lambie Road and Currie Road in 2008.

STA has held interviews for a consultant to conduct the SR 12 Median Barrier Project Study Report. The engineering firm of CH2M Hill has been selected to perform the work. One of the first tasks will be to create a scope of work, schedule and preliminary cost for the SR 12 I-80 to I-5 corridor study.

At its December 12<sup>th</sup> meeting, the Steering Committee recommended to the STA Board that a SR 12 Corridor Advisory Committee be formed. The Committee would consist of two members from the San Joaquin County Council of Governments, one member from the Sacramento Area Council of Governments, and two from the Solano Transportation Authority. The primary task would be guiding the SR 12 Corridor Study from I-80 to I-5. Other tasks would be to provide input on a possible Partnership Planning Grant for the corridor, for the Rio Vista Bridge Realignment study, and to review the results of the OTS Grant and Double Fine Zone implementation.

The next meeting of the SR 12 Steering Committee is set for March 20, 2008. The meeting will include a tour of portions of SR 12, possibly including Jameson Canyon.

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 Spring, 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 is scheduled for February 2008 (tree removal), with excavation starting as soon as weather conditions allow. The project manager hired by STA, NCTPA and Caltrans has developed a work plan and milestones to keep the widening project on schedule for construction in 2010.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 17, 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 3 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. Benicia staff is unable to obligate the remaining \$35,000.
<b>Fairfield</b>	<b>SOL010023</b>	Hilborn Road Rehabilitation	Fairfield staff is unable to obligate the remaining \$23,407.

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 listed in the TIP</b>				
<b>Agency</b>	<b>Project</b>	<b>STA Funding Program</b>	<b>2007-09 Total Federal Funds</b>	<b>Amendment Status</b>
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Not submitted
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Not submitted
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Not submitted
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	Submitted
Fairfield	Union Ave/Suisun City Train Station Ped Imp	TLC Capital	\$73,800	Submitted
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Submitted
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$127,000	Submitted
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Submitted
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	Approved
Vacaville	Alt Fuels Prog	Alt Fuels	\$200,000	Submitted
Vacaville	Ulatis Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Submitted
Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	Bike/Ped	\$37,098	Submitted
Vacaville	Downtown Creekwalk	TLC Capital	\$822,000	Submitted

\*Federal funds include the following: CMAQ, TE, and STP based fund sources.

## 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. 2009 TIP Development

The 2007 TIP will be locked down on January 11, 2008 and no further amendments will be made to projects in the TIP until the 2009 TIP is approved by FHWA on October 1, 2008. To assist MTC with the development of the 2009 TIP, project sponsors will be asked to review their currently listed TIP projects and revise them as necessary. New non-exempt projects will need to go through the current Regional Transportation Plan (RTP) process. Please contact Bob Macaulay, STA Director of Planning, for details about adding new projects to the RTP.

4. STA Project Delivery Working Group, January 29, 2008:

The Solano PDWG agenda for January 29<sup>th</sup> will be emailed out to PDWG and TAC members by January 22, 2008 for their review.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 14, 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.

<b>Fund Source</b>	<b>Application Available From</b>	<b>Application Due</b>
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>
Planning Grants: Station Area and FOCUS	Jackie Guzman, ABAG (510) 464-7994	<b>February 29, 2008</b>
Federal Safe Routes to School (SRTS) Program	Joyce Parks, Caltrans (916) 653-6920	<b>March 2008 (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)

---



**FUNDING OPPORTUNITY**

**MTC/ABAG Station Area and FOCUS Planning Grants**

**Due February 29, 2007**

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

This summary of the MTC/ABAG Station Area and FOCUS Planning Grants is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Eligible applicants include station areas identified under MTC's Resolution 3434 as well as approved Priority Development Areas (both potential and planned PDAs are eligible).

**Program Description:** The Station Area Planning grant program is an initiative to finance planning efforts that will result in land use plans and policies that increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area.

**Funding Available:** Approximately \$7.5 million is available for FY 2007-08; \$750,000 maximum grant amount.

**Eligible Projects:** Localized planning efforts and associated environmental impact reports, and for specific plan elements.

**Further Details:** <http://www.bayareavision.org/initiatives/incentives.html>

**Program Contact Person:** Jackie Guzman, Regional Planner/FOCUS Staff Person for Solano County (ABAG), (510) 464-7994, [jackieg@abag.ca.gov](mailto:jackieg@abag.ca.gov)

**STA Contact Person:** Robert Macaulay, STA Planning Director, (707) 424-6006  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)

---



**FUNDING OPPORTUNITY**

**Federal Safe Routes to School (SRTS) Program**

**Applications Due March 2008 (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 anticipated for late December 2007/early January 2008.

**Funding Available:** Approximately \$46 million is available for FY 2007/2008; each of the twelve (12) Caltrans Districts will receive at least \$1 million; 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:** Joyce Parks, Caltrans SRTS Coordinator, (916) 653-6920, [joyce\\_parks@dot.ca.gov](mailto:joyce_parks@dot.ca.gov)

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



**Solano Transportation Authority  
Board Meeting Highlights  
December 12, 2007  
6:00 p.m.**

---

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masielat, STA Clerk of the Board  
**RE:** Summary Actions of the December 12, 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:**

Eddie Woodruff (Chair)	City of Rio Vista
Jim Spering (Vice Chair)	County of Solano
Elizabeth Patterson	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

**INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBER**

Mayor Osby Davis was sworn in as STA's new Board Member representing the City of Vallejo.

Mayor Elizabeth Patterson was sworn in as STA's new Board Member representing the City of Benicia.

Council Member Chuck Timm was sworn in as STA's new Alternate Member representing the City of Fairfield.

## **ACTION – FINANCIAL ITEMS**

### **A. STA's Annual Audit Fiscal Year (FY) 2006-07**

#### Recommendation:

Accept the FY 2006-07 Annual Audit for STA.

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

### **B. 10-Year Investment Plan for Highways and Transit Facilities**

#### Recommendation:

Approve the attached 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A.

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

### **C. 10-Year Transit Fleet and Minor Transit Capital Investment Plan**

#### Recommendation:

Approve the attached 10-Year Transit Fleet Investment Plan as shown in Attachment A.

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

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

#### Recommendation:

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.

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

### **E. Rio Vista's Waterfront Access Transportation for Livable Communities (TLC) Project Funding Strategy**

#### Recommendation:

Support committing YSAQMD AB8 funds to Rio Vista's Waterfront Pedestrian Bicycle Improvement Project for 2008 and 2009.

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

**F. State Route (SR) 12 Jameson Canyon Project Implementation**

Recommendation:

Authorize 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.
- 4.

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

**ACTION - NON-FINANCIAL ITEMS**

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

Recommendation:

Release STA's Draft 2008 Legislative Priorities and Platform for a 21-day review and comment period.

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

**CONSENT CALENDAR ITEMS**

**A. STA Board Meeting Minutes of October 10, 2007**

Recommendation:

Approve STA Board Special Minutes of October 10, 2007.

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

Recommendation:

Receive and file.

**C. Fiscal Year 2007-08 First Quarter Budget Report**

Recommendation:

Review and file.

**D. STA Employee 2008 Benefit Summary Update**

Recommendation:

Review and file.

**E. State Route (SR) 12 East Project Management Services**

Recommendation:

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 Management Services on State Route 12 East Projects.

- F. Project Delivery Form for STA Funding Applications**  
Recommendation:  
 Adopt a STA Funding policy that all applications for STA recommended funds complete a STA Project Delivery Form and complete a MTC Routine Accommodations checklist for Bicycles and Pedestrians.
- G. Solano Bicycle Advisory Committee (BAC) 2008 Work Plan**  
Recommendation:  
 Approve the attached BAC Work Plan for the 2008 calendar year.
- H. Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan**  
Recommendation:  
 Approve the attached PAC Work Plan for the 2008 calendar year.
- I. Paratransit Coordinating Council (PCC) Appointment**  
Recommendation:  
 Appoint Shirley Stacy as a Transit User representative to the PCC for a 3-year term.
- J. Application to Join the County Supervisors Association of California (CSAC) Excess Insurance Authority to Increase STA's Liability Insurance Coverage**  
Recommendation:  
 Approve the following:
  1. The STA joining the California State Association of Counties (CSAC) Excess Insurance Joint Powers Authority;
  2. Authorize the Executive to complete the application process for joining the CSAC Excess Insurance Pool;
  - and
  3. Authorize the Executive Director to execute the necessary contracts for membership in the CSAC insurance program.
- K. Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan**  
Recommendation:  
 Approve the attached Resolution 2007-12 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.
- L. Regional Transportation Plan (RTP) Project List**  
Recommendation:  
 Authorize the Executive Director to forward the attached RTP project list to the STA member agencies for updating.

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

**A. Caltrans Report:**

Janet Adams provided an update on the status of I-80 repaving projects in Solano County.

**B. MTC Report:**

Commissioner Spering noted that MTC will bring presentations soon on the Regional Transportation Plan and Performance Measures.

**C. STA Report:**

1. Chair Woodruff presented a Proclamation of Appreciation to outgoing PCC Member Jim Simon.
2. Judy Leaks summarized Solano Commute Challenge winners and members of the STA Board drew the names of the Commute Challenge winners.
3. Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge.

**INFORMATIONAL ITEMS – NO DISCUSSION**

- A. North Connector California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) Environmental Document**
- B. Regional Transportation Plan (RTP) Update and Bay Area FOCUS Project**
- C. Safe Routes to School (SR2S) Program Update**
- D. Solano Transit Consolidation Study Phase I and Phase II**
- E. Community Based Transportation Plan (CBTP) Status**
- F. State Route (SR) 12 Status Update**
- G. Western Contra Costa County I-80 Integrated Corridor Mobility Project**
- H. City of Fairfield McGary Road Bicycle Transportation Account (BTA) Grant Submittal Support Letter**
- I. Solano Employer Commute Challenge Final Results**
- J. Project Delivery Update**
- K. Funding Opportunities Summary**
- L. STA Board Meeting Schedule for 2008**

**ADJOURNMENT**

The STA Board meeting was adjourned at 7:35 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, January 9, 2008 6:00 p.m. at the Suisun City Hall.**

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 18 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