



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**

Members:

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

Wednesday, September 24, 2008, 1:30 p.m.
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

I. CALL TO ORDER

Daryl Halls, Chair

II. APPROVAL OF AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 -1:35 p.m.)

**IV. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF**
(1:35 -1:40 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 August 27, 2008
Recommendation:
Approve TAC Meeting Minutes of August 27, 2008.
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Johanna Masiclat

**B. Fiscal Year (FY) 2008-09 Transportation Development Act
(TDA) Matrix –September 2008**
Recommendation:
*Forward a recommendation to the STA Board to approve the
September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as
specified in Attachment A.*
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Elizabeth Richards

TAC MEMBERS

Dan Schiada	Royce Cunningham	Gene Cortright	Vacant	Vacant	Rod Moresco	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

VI. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance Criteria and Facilities

Robert Macaulay

Recommendation:

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

- 1. The Transit Facilities of Regional Significance criteria as shown in Attachment A; and*
- 2. The Transit Facilities of Regional Significance project list as shown in Attachments B and C.*

(1:45 – 1:55 p.m.)

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B. Solano Routes of Regional Significance Criteria and Network

Robert Guerrero

Recommendation:

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

- 1. Solano Routes of Regional Significance Criteria as shown in Attachment B; and*
- 2. The revised Routes of Regional Significance as shown in Attachment C.*

(1:55 – 2:05 p.m.)

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C. Regional Transportation Impact Fee (RTIF) Feasibility Study Update

Janet Adams

Recommendation:

Pending.

(2:05 – 2:20 p.m.)

VII. INFORMATIONAL ITEMS

A. Regional Measure 2 (RM 2) Regional Implementation Update

Janet Adams

Informational

(2:20 – 2:30 p.m.)

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NO DISCUSSION

B. State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan Update

Sara Woo

Informational

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- | | |
|--|-------------------------|
| <p>C. Capitol Corridor - Quarterly Report
 <u>Informational</u>
 Pg. 35</p> | <p>Robert Macaulay</p> |
| <p>D. Legislative Update
 <u>Informational</u>
 Pg. 37</p> | <p>Jayne Bauer</p> |
| <p>E. STA Annual Awards Nominations
 <u>Informational</u>
 Pg. 47</p> | <p>Jayne Bauer</p> |
| <p>F. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10
 <u>Informational</u>
 Pg. 49</p> | <p>Liz Niedziela</p> |
| <p>G. Lifeline/ State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects
 <u>Informational</u>
 Pg. 51</p> | <p>Liz Niedziela</p> |
| <p>H. State Route (SR) 12 Status Update
 <u>Informational</u>
 Pg. 65</p> | <p>Robert Macaulay</p> |
| <p>I. Project Delivery Update
 <u>Informational</u>
 Pg. 67</p> | <p>Sam Shelton</p> |
| <p>J. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2007-08
 <u>Informational</u>
 Pg. 71</p> | <p>Susan Furtado</p> |
| <p>K. Funding Opportunities Summary
 <u>Informational</u>
 Pg. 73</p> | <p>Sara Woo</p> |
| <p>L. STA Board Meeting Highlights of September 10, 2008
 <u>Informational</u>
 Pg. 77</p> | <p>Johanna Masiclat</p> |
| <p>M. STA Board and Advisory Committee Meeting Schedule for 2008
 <u>Informational</u>
 Pg. 83</p> | <p>Johanna Masiclat</p> |

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, November 19, 2008.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 27, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:55 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present: Dan Schiada City of Benicia
Royce Cunningham City of Dixon
Gene Cortright City of Fairfield
Dan Kasperson City of Suisun City
Rod Moresco City of Vacaville
Gary Leach City of Vallejo
Paul Wiese County of Solano

STA Staff Present: Daryl Halls STA
Janet Adams STA
Robert Macaulay STA
Elizabeth Richards STA
Liz Niedziela STA
Jayne Bauer STA
Judy Leaks STA
Robert Guerrero STA
Sam Shelton STA
Sara Woo STA
Johanna Masielat STA

Others Present:

(In Alphabetical Order by Last Name)
Ed Huestis City of Vacaville
Jeff Knowles City of Vacaville
Wayne Lewis City of Fairfield
Alysa Majer City of Suisun City

II. APPROVAL OF THE AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams provided an overview on the Regional discussions related to the development of a Regional HOT Lanes Network.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Item A.

A. **Minutes of the TAC Meeting of June 25, 2008**

Recommendation:

Approve TAC Meeting Minutes of June 25, 2008.

VI. ACTION FINANCIAL ITEMS

A. **State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Regional Paratransit Allocation**

Elizabeth Richards reviewed a draft list of transit projects that STA staff has prepared for approval for the STAF/Regional Paratransit for FY 2008-09. This list includes items approved by the STA Board and requests submitted by local transit operators.

Recommendation:

Forward a recommendation to the STA Board to approve the list of FY 2008-09 Regional Paratransit projects as specified in Attachment A.

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

B. **State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Status and Allocation Amendment**

Elizabeth Richards reviewed staff's approach to the allocation of the STAF funds for FY 2008-09. She summarized the priority transit projects and programs funded for the STAF for FY 2008-09 for items approved by the STA Board with the adjustments noted and priority transit projects and programs as requested by local transit operators.

Recommendation:

Forward a recommendation to the STA Board to approve the first amendment to the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachments B and C.

On a motion by Rod Moresco, and a second by Gary Leach, the STA TAC unanimously approved the recommendation.

VII. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer provided a status update of two state bills Assembly Bill (AB) 2558, Climate Change Mitigation and Adaptation Fee and Senate Bill (SB) 375, Transportation, Land Use, and California Environmental Quality Act (CEQA). She noted the STA Board has already taken a position on two federal bills, House Representative (HR) 6495, Transportation and Housing Choices for Gas Price Relief Act of 2008 and HR 6052 and the Senate companion legislation Senate (S) 3380, The Saving Energy through Public Transportation Act of 2008.

Recommendation:

Forward a recommendation to the STA Board to approve the specified positions on the following items:

- HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008 - Support
- HR 6495 (Blumenauer) Transportation and Housing Choices for Gas Price Relief Act of 2008 – Watch
- S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008 – Support

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. Regional Transportation Impact Fee Feasibility Study Update

Due to an earlier meeting held on this topic, no discussion was necessary.

B. Regional Transportation Plan (RTP) T2035 Update

Robert Macaulay stated that MTC took action at their July 23rd meeting to include the amended project list submitted by the STA staff in the Draft RTP. He cited that the Draft Environmental Impact Report (EIR) and air quality conformance analysis are scheduled for release in December 2008.

C. Comprehensive Transportation Plan (CTP) Update

Robert Macaulay reviewed the roadway and transit projects divided into three categories: Implement, Committed, and RTP Financially Constraint Projects. He also noted that the Draft Alternative Modes Purpose and Goals will be provided to the STA Board at its meeting on September 10, 2008.

D. STA Annual Awards Program

Jayne Bauer announced the Call for Nominations for STA's 11th Annual Awards. She cited that the nomination forms are due Wednesday, September 3, 2008.

- E. SolanoExpress Annual Ridership Update**
Liz Niedziela reported the overall ridership for SolanoExpress intercity routes (Fairfield and Suisun Transit (FAST) Routes, 20, 30, 40, and 90; Benicia Breeze, and Vallejo Transit). In FY 2007-08 SolanoExpress exceeded 1 million riders with an increased ridership of 10.5% from the previous year.
- F. Lifeline Call for Projects**
Liz Niedziela reviewed the development process for the second cycle of Lifeline funds. She summarized the timeline for JARC, Prop 1B, and STAF for both Tier I and Tier II. In addition, she requested for applicants to apply for all three years of funding in this call for projects instead of waiting until next year for the third year.
- G. Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2007-08 Year-End Report**
Judy Leaks highlighted the accomplishments of the nine major elements of the SNCI's Work Program for FY 2007-08.
- H. Transit Consolidation Study Update**
John Harris reviewed the development of the in-depth assessment of the Benicia Breeze transit system and noted a similar in-depth analysis of Vallejo Transit is nearing completion.

NO DISCUSSION NECESSARY

- I. State Route (SR) 113 Major Investment and Corridor Study Update**
- J. State Route (SR) 12 Status Update**
- K. Project Delivery Update**
- L. Funding Opportunities Summary**
- M. STA Board Meeting Highlights of July 9, 2008**
- N. STA Board and Advisory Committee Meeting Schedule for 2008**

IX. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 24, 2008.**



DATE: September 16, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA)
Matrix –September 2008

Background:

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

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

Discussion:

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

At the March Consortium and TAC meetings, the first draft of the FY 2008-09 TDA Matrix was presented. As local jurisdictions prepare their TDA claims, the TDA matrix has been updated. This month, the City of Dixon and the County of Solano have been added.

The attached matrix also includes an update of the TDA revenue estimates. In July, MTC approved revised TDA revenue estimates. Essentially, with the close of FY 2007-08, carryover, estimates were revised. In most cases, the carryover was reduced to zero resulting in lowering the total amount of TDA available for allocation in FY 2008-09. As TDA is generated from a percentage of sales tax, this reflects the lower actual revenues received versus projected.

Attachment A is the September 2008 version of the Solano TDA Article 4/8 funds matrix for FY 2008-09. Further updates will be forwarded as needed.

Fiscal Impact:

Local jurisdictions' TDA claims must be consistent with the TDA matrix to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:

Forward a recommendation to the STA Board to approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

Attachment:

- A. September 2008 Solano TDA Article 4/8 Matrix for FY 2008-09 (This attachment has been provided to the STA TAC and Consortium members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075).



DATE: September 12, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance Criteria and Facilities

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit). The STA established Routes of Regional Significance in 2000 to identify the roadways critical to maintaining mobility in Solano County. For the 2008 CTP update, the STA Board has also directed that Transit Facilities of Regional Significance be identified.

The STA Transit Committee and the TAC have reviewed the draft Transit Facilities of Regional Significance, and directed STA staff to meet with the cities and the county to identify potential facilities. STA staff subsequently met with all of the cities and the county and has developed a list of candidate facilities.

The STA Transit Committee will review the criteria and facilities at its October meeting, and make a recommendation to the STA Board.

Discussion:

The draft criteria for Transit Facilities of Regional Significance are listed in Attachment A. No amendments to the original draft criteria have been made subsequent to meeting the city's and county staff.

The candidate facilities are listed in Attachment B and shown on the map included as Attachment C. They are primarily clustered along the I-80/I-680/I-780 roadways, where most of the county's commute traffic travels. These candidate facilities have the following characteristics:

- The most common type of facility are park-and-ride lots.
- Intercity bus routes also align to the I-80/I-680/I-780 corridor, and the intercity bus routes are primarily located in or adjacent to those freeways. One exception is the intercity route connecting Vallejo and Fairfield.
- In addition, the Capitol Corridor route generally parallels I-80/I-680, and the existing and proposed train stations on the Capitol Corridor are included on the list.
- The Vallejo ferry terminal and (proposed) maintenance station are included in the list.

The list of candidate sites consists mostly of existing facilities. Future train and ferry facilities are also shown, but future bus and park-and-ride facilities are not included.

Fiscal Impact:

None. However, Transit Facilities of Regional Significance are proposed and the transit vehicles they serve are proposed to be the top priority candidates for future transit investment guided by the CTP.

Recommendation:

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

1. The Transit Facilities of Regional Significance criteria as shown in Attachment A.
2. The Transit Facilities of Regional Significance project list as shown in Attachments B and C.

Attachments:

- A. Draft Criteria for Transit Facilities of Regional Significance
- B. Candidates for Transit Facilities of Regional Significance
- C. Transit Facilities of Regional Significance Map

**Draft Criteria for Transit Facilities of Regional Significance
September 18, 2008**

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.

Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
 - a. Routes to destinations outside Solano County or between two or more cities in Solano County
 - b. Peak hour headways of 1 hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

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Candidates for Transit Facilities of Regional Significance

Facility Name	Location	Description
Passenger Stations (rail, ferry, bus)		
Suisun City Train Station	Main Street – Suisun City	Existing train station and platform for Capitol Corridor; short-term auto parking; bus loading and unloading spaces; 250+ park-and-ride across Main Street.
Vallejo Ferry Terminal	Mare Island Way/ Georgia Street – Vallejo	Existing Ferry terminal: ticket station, waiting area, dock. 900-space parking lot; bus stops.
Fairfield Transportation Center	Cadenasso Drive – Fairfield	Existing Multimodal transit center: 640 surface and structure parking spaces; covered bus bays.
Vacaville Intermodal Center	Allison and Ulatis drives – Vacaville	Future bus stations with covered bays, 200-space surface lot (Phase I). Phase I is fully funded. Phase II 400-space parking structure; not yet funded.
Fairfield/Vacaville Intermodal Station	Peabody and Vanden Roads – Fairfield	Future train station and platform for Capitol Corridor; 200 space surface parking in Phase I with 400 space structure in Phase II. Not fully funded; existing passenger train service commitment.
Dixon Train Station	A St and SR 113 – Dixon	Existing train depot for Capitol Corridor; 114 space parking lot; future passenger platform. Not fully funded; no passenger train service commitment.
Passenger Transfer Sites (bus)		
Curtola Park and Ride	Curtola Parkway – Vallejo	Existing intercity bus transfer site and 419-space park and ride lot. Future park and ride parking structure and intercity bus station; Phase I fully funded.
Davis Street Park and Ride	Davis Street – Vacaville	Intercity bus transfer site and 250-space Park and Ride lot.
Dixon Park and Ride Lot	Market Lane and Pitt School Road – Dixon	89 space Park and Ride lot; stop for Route 30.
York/Marin Transfer Station	York and Marin streets – Vallejo	Bus transfer station serving Routes 80 and 85

Sereno Transfer Station	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Bus transfer station serving Route 85
Park and Ride Lots		
Existing Park and Ride Lots	Existing Park and Ride Lots not co-located with other facilities	Vacaville Leisure Town – 45 spaces Vacaville Cliffside – 125 Vacaville Bella Vista – 200 spaces Fairfield Green Valley – 59 spaces Fairfield Red Top Road – 12 spaces Vallejo American Canyon Road – 22 spaces Benicia Lake Herman Road – 48 spaces Benicia E Street – 15 spaces Vallejo Benicia Road – 13 spaces Vallejo Magazine Street – 19 spaces Vallejo Lemon Street – 64 spaces
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Benicia – Southampton Road Benicia – Downtown Park Benicia – Industrial Way
Support Facilities (ferry, bus, rail)		
Vallejo Ferry Maintenance and Fueling Station	Nimitz Avenue, Mare Island – Vallejo	Ferry maintenance facility and fuel station
Vallejo Transit Bus Maintenance yard	1850 Broadway – Vallejo	Maintenance and storage yard for Vallejo Transit intercity buses
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory Street – Fairfield	Maintenance and storage yard for FAST intercity buses
Union Pacific Railroad Tracks	Solano County; Dixon, Fairfield, Suisun City, Benicia	Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carqinez Strait.

Attachment C

Transit Facilities of Regional Significance

Legend

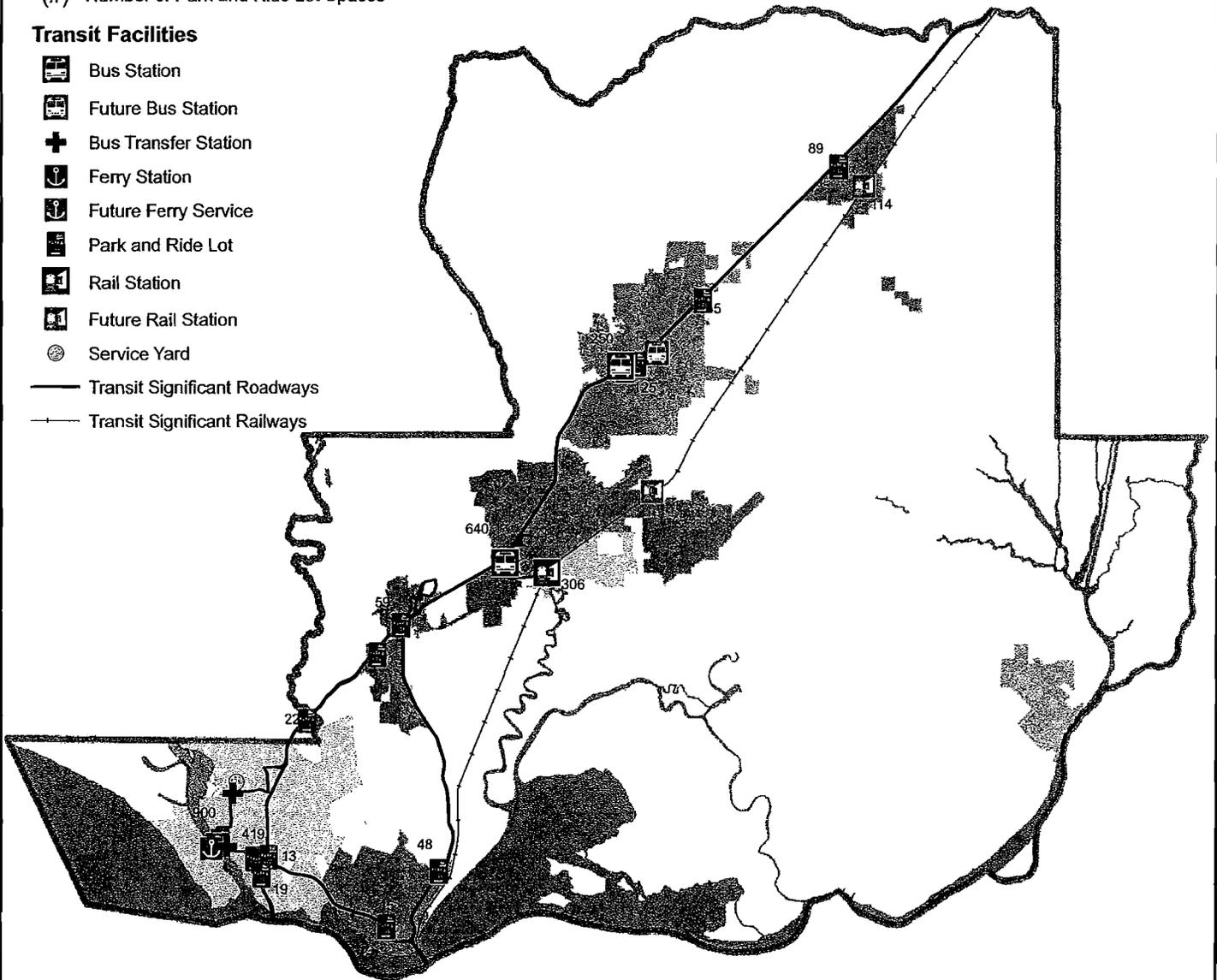
(#) Number of Park and Ride Lot Spaces

Transit Facilities

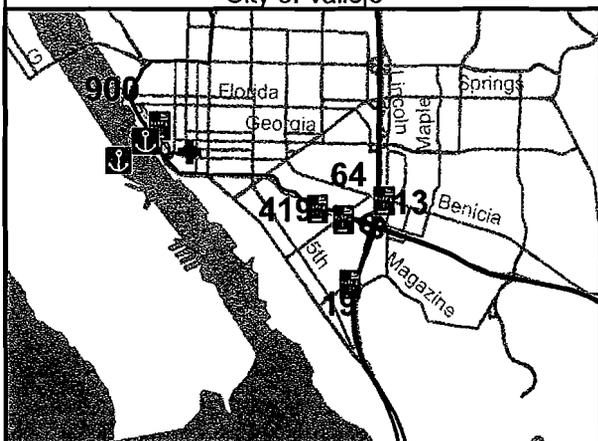
-  Bus Station
-  Future Bus Station
-  Bus Transfer Station
-  Ferry Station
-  Future Ferry Service
-  Park and Ride Lot
-  Rail Station
-  Future Rail Station
-  Service Yard

— Transit Significant Roadways

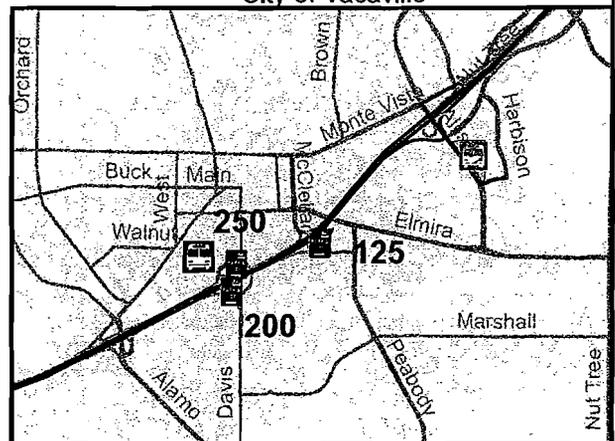
— Transit Significant Railways



City of Vallejo



City of Vacaville



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DATE: September 11, 2008
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano Routes of Regional Significance Criteria and Network

Background:

On November 8, 2000, the STA Board approved its first “Routes of Regional Significance” map. The map includes the entire interstate and state highway system in Solano County, plus those existing local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

The initial map was intended to only depict those routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and existing levels of service were mainly used to develop the map. The map was also used for the initial traffic analysis for the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was later used to update the Solano County Traffic Demand Model and was re-adopted without change in May 2005 as part of the 2005 CTP (See Attachment A for current Routes of Regional Significance map).

When the Routes of Regional Significance map was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional “reliever routes”, frontage roads, arterials or major collector roads to this system was discussed briefly during the STA Technical Advisory Committee (TAC) meetings in late 2006 and on January 31, 2007. However, it was decided that the Routes of Regional Significance would be updated as part of the 2008 CTP process, which began in January 2008. The STA TAC’s most recent discussion of the Routes of Regional Significance occurred at their April 30, 2008 meeting in context with the CTP update proposed criteria for revising the Routes of Regional Significance.

Discussion:

The primary function of the STA’s Routes of Regional Significance remains the same, they are the routes deemed critical for maintaining existing mobility between and through cities. However, in response to the CTP goals adopted by the STA Board on May 16, 2008, followed by the adoption of the CTP’s Arterials, Highways, and Freeways Element goals, the STA’s Routes of Regional Significance has become an important component in prioritizing funding for the roadway networks in Solano County.

The goals include added benefits for road segments incorporated in the Solano Routes of Regional Significance, such as:

1. Being eligible for the STA’s 50/50 Funding Policy (STA’s 50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities).

2. Maintaining a minimum Pavement Condition Index (PCI) of 63. Constructing improvements to accommodate transit routes and bicycle and pedestrian facilities consistent with MTC's Routine Accommodations for Non-motorized Vehicles.

As mentioned in the Background section of this report, the STA TAC reviewed and recommended the following criteria for new roadway segments to be included in the 2008 Routes of Regional Significance at their April 30, 2008 meeting. The proposed roadway segment will need to demonstrate that it meets at least one of the following criteria:

1. The roadway segment is included in the Solano County Congestion Management Program.
2. Provides access to existing and planned transit centers serving intercity transit.
3. Provides access to a major employment center with significant traffic volumes.
4. Provides intercity, freeway to freeway, or freeway to highway connections with significant traffic volumes.
5. Improves emergency response options.
6. Has regional benefit.

Since the April 30, 2008 TAC meeting, STA staff has elaborated on the Routes of Regional Significance criteria description to provide more guidance for including new roadway segments (See Attachment B). It was determined that the TAC recommended criteria (with additional descriptions) needed to be presented to the STA Arterials, Highways, and Freeways Committee before being considered by the STA Board. On September 10, 2008 the Arterials, Highways, and Freeways Committee reviewed the criteria and unanimously recommended the criteria for STA Board approval. To be consistent, STA staff is requesting the TAC recommend the criteria and descriptions for STA Board approval at this time as well.

In addition, after the TAC originally recommended the basic criteria, STA staff met with city and the County of Solano staff to discuss potential roadway segments that meet the draft Routes of Regional Significance criteria. Input received from these individual meetings are provided in Attachment C and illustrated in Attachment. In consultation with the cities and the County, there were no new routes proposed that did not reasonably meet at least one of the recommended Routes of Regional Significance criteria.

Recommendation:

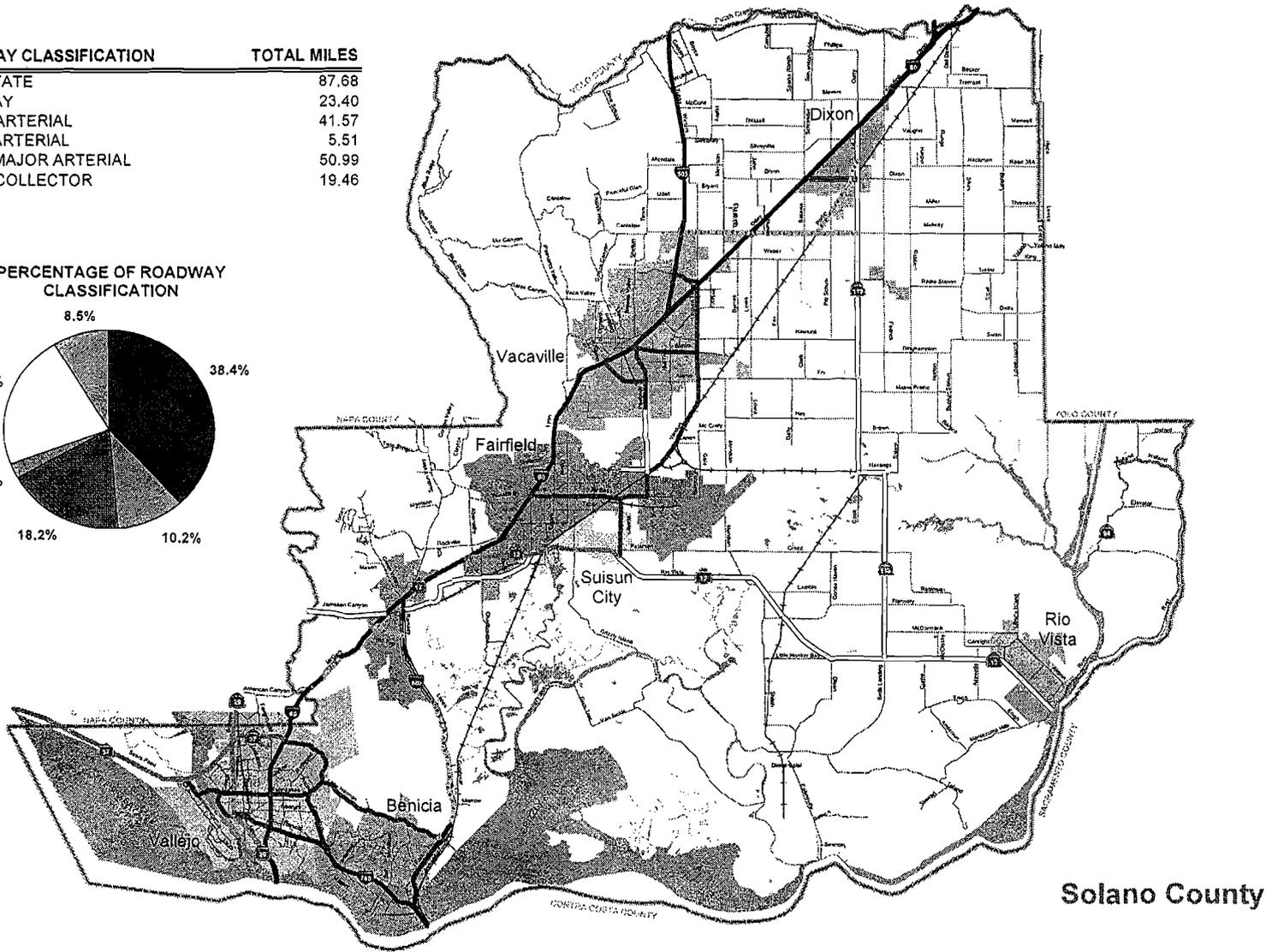
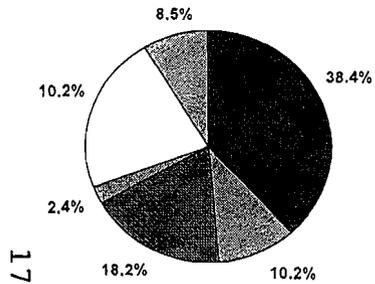
Forward a recommendation to the STA Board to approve the following:

- 1) Solano Routes of Regional Significance Criteria as shown in Attachment B
- 2) The revised Routes of Regional Significance as shown in Attachment C.

Attachments: A. 2005 Routes of Regional Significance Map
B. 2008 Routes of Regional Significance Criteria
C. Draft Routes of Regional Significance Roadway Segments
D. Routes of Regional Significance Proposed Additions Map

ROADWAY CLASSIFICATION	TOTAL MILES
INTERSTATE	87.68
FREEWAY	23.40
MAJOR ARTERIAL	41.57
MINOR ARTERIAL	5.51
RURAL MAJOR ARTERIAL	50.99
MAJOR COLLECTOR	19.46

PERCENTAGE OF ROADWAY CLASSIFICATION



LEGEND

- URBAN INTERSTATE FREEWAY
- URBAN FREEWAY OR EXPRESSWAY
- URBAN MAJOR ARTERIAL
- URBAN MINOR ARTERIAL
- RURAL MAJOR ARTERIAL
- MAJOR COLLECTOR



0 Miles
1:10,000

A colored IIX17 map has been provided IAC members under separate cover.

ATTACHMENT A

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2008 Solano Routes of Regional Significance Criteria Description

In partnership with Solano County and each of the seven cities, the STA will select roadway segments that will be included in the 2008 Solano Routes of Regional Significance based on the following criteria:

1. Solano County Congestion Management Program (CMP) Network

The Solano County CMP includes a defined roadway system used for monitoring mobility in the county. The system consists of all State highways and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The STA monitors Level of Service (LOS) impacts to the CMP system from proposed development projects considered by each of the seven cities and the County of Solano. The STA has the authority to withhold gas tax subvention funds for the agency responsible for LOS impacts if the impacts are not addressed in a CMP deficiency plan.

Roadway segments included in the Solano CMP Network are Routes of Regional Significance.

2. Access to Existing and Planned Transit Centers Serving Intercity Trips

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. The Association of Bay Area Governments (ABAG) anticipates a significant increase in population and employment within Solano County and throughout the Bay Area over the next 25 years. The expected increase in Solano County commuters will add pressure on already congested roads. Without added investment in intercity transit services, regional roadways will become increasingly congested thereby adversely impacting the quality of life in Solano County and also its economic vitality.

Prioritizing transportation funding for roadway segments that provide access to existing and planned intercity transit services is an important option to address congestion. Therefore, roadway segments that provide access to intercity transit services can be considered Routes of Regional Significance. Examples of existing/planned transit centers serving intercity trips include:

- Fairfield Transportation Center
- Vacaville Transportation Center
- Existing Amtrak/Capitol Corridor Station in Suisun City and planned stations for Dixon and Fairfield
- Vallejo Ferry Terminal

3. Access to a Major Employment Center with Higher Traffic Volumes

According to the 2005 Bay Area Commuter Profile, Solano County commuters have the longest average commute trip compared to any other Bay Area County. Approximately 40% of Solano County residents commute outside the county for employment purposes. Efforts to attract and maintain major employers for economic and employment opportunities for Solano County residents are ongoing. Providing sufficient roadway facilities will support major employment centers to be located in Solano County. Major employment centers located in Solano County will take advantage of employees currently commuting long distances and will add to the economic vitality of the County.

Roadway segments that provide access to major Solano County based employment centers with existing or projected traffic volumes on arterials that justify a separated 2-lane roadway can qualify as a Route of Regional Significance. Employment centers should take into account the total amount of traffic generated by employee trips or patron trips utilizing services within the employment center. Examples of existing major employment centers in Solano County are:

- Kaiser Permanente
- Marine World- Vallejo
- Genetech (Vacaville and Dixon Facilities)
- Westfield Shopping Mall- Fairfield
- Travis Air force Base
- Benicia Industrial Park

4. Intercity and Freeway/Highway Connection

Improving intercity mobility is one of the overall goals of the Solano Comprehensive Transportation Plans. Roadways that accommodate intercity trips, freeway to freeway trips, and freeway to highways connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a separated 2-lane roadway. Examples of roadways that provide intercity and freeway/highway connections are:

- Jepson Parkway
- North Connector
- Columbus Parkway

5. Improves Countywide Emergency Response

In case of emergency, emergency vehicles need to have adequate alternative access to respond to incidents. Solano County has experienced major incidences of grass fires, flooding, and traffic accidents that were extreme enough to close a freeway or highway corridor for hours. It is important to maintain frontage roads and parallel routes that are alternative options if freeway or highway corridor remains closed for long periods of time. Examples of roads that fit this description are:

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)

6. Has Regional Benefit

As part of the Routes of Regional Significance update process, the STA will request the seven cities and the County of Solano to submit roadway segments that can potentially qualify as a Route of Regional Significance. This criterion is subjective and allows STA's member agencies to justify routes that are not already included in previous criteria.

Comprehensive Transportation Plan (CTP) Overall Goals Related to Routes of Regional Significance

On February 13, 2008, the STA Board adopted an overall purpose statement with several corresponding goals as part of the new CTP update.

CTP Goal #5: The Solano CTP will seek to maintain regional mobility while improving local mobility.

CTP Goal #7: Encourage Projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

CTP Goal #8: The Solano CTP will include priority lists and funding strategies for projects and programs.

Arterials, Highways and Freeways (AHF) Goals Related to Routes of Regional Significance

AHF Goal #1: Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of 63 on the STA's Routes of Regional Significance.

AHF Goal #4: Support funding improvements identified in the STA's Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC's Routine Accommodations for Non-Motorized Vehicles.

AHF Goal #5: Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.

AHF Goal #6: Update Solano County's Routes of Regional Significance to implement the STA's 50/50 policy.

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2008 Revised Routes of Regional Significance

Agency	Name	Endpoint A	Endpoint B
Benicia	Military West Street	West K Street	1st Street
Benicia	Military East Street	1st Street	Hospital Road
Benicia	Columbus Parkway	I-780	I-80
Benicia	Lake Herman Road	I-680	Columbus Parkway
Benicia	2nd Street	I-680	I-780
Benicia	Military West	I-780	5th Street
Benicia	5th Street	Military West	I-780
Benicia	Bayshore Drive	Port of Benicia	I-780
Caltrans	80	Solano County Limit (north)	Solano County Limit (south)
Caltrans	505	Solano County Limit (north)	Interstate 80
Caltrans	680	Interstate 80	Solano County Limit (south)
Caltrans	780	Interstate 80	Interstate 680
Caltrans	12 (Jameson Canyon)	Solano County Limit (west)	Interstate 80
Caltrans	12	Interstate 80	Solano County Limit (east)
Caltrans	29	Curtola Parkway	Solano County Limit (north)
Caltrans	37	Solano County Limit (west)	Interstate 80
Caltrans	84	Solano County Limit (north)	State Route 12
Caltrans	113	Interstate 80	State Route 12
Caltrans	128	in NW corner Solano County	in NW corner of Solano County
Caltrans	220	State Route 84	Solano County Limit (east)
Dixon	Pedrick Road	Midway Road	Solano/Yolo Border
Dixon/Solano County/Vacaville	Midway Road	I-80	Pedrick Road
Dixon	A Street	I-80	Pedrick Road
Dixon	Porter Road	Midway Road	A Street
Dixon	Pitt School Road	Porter Road	I-80
Dixon	Adams Street	A Street	SR 113
Fairfield	Walters Road	Fairfield City Limit	Air Base Parkway
Fairfield	Air Base Parkway	Walters Road	Peabody Road
Fairfield	Peabody Road	Fairfield City Limit	Air Base Parkway
Fairfield	Lyons Rd	Fairfield City Limits	Hilborn Rd

Fairfield	Texas Street	I-80	I-80
Fairfield	Cement Hill Rd/Manual Campus	Peabody Rd	I-80
Fairfield	Pennsylvania Ave	SR 12	Texas St
Fairfield	Airbase Pkwy	I-80	Walters Road
Fairfield	Airbase Pkwy	Peabody Road	Travis AFB
Fairfield	Travis Blvd	I-80	Sunset Drive
Fairfield	Red Top Road	SR 12	I-680
Fairfield	North Connector	I-80	SR 12
Fairfield	Waterman	I-80	Rockville Road
Fairfield	Manuel Campus	Cement Hill Rd	N.Texas Street
Fairfield	Pennsylvania Ave	Travis Blvd.	Gateway Blvd.
Fairfield	Gateway Blvd.	Travis Blvd.	Pennsylvania
Fairfield	Tabor Avenue	Texas St	Walters Road
Fairfield	Lopes Road	I-680	I-680
Rio Vista	Airport Road	SR 84	Liberty Island Dr
Rio Vista	Liberty Island Rd	SR 12	McCorkack Rd
Rio Vista	McCormack Rd	Liberty Island Dr	SR 113
Solano County	Rockville Road	I-80	Suisun Valley Road
Solano County	Suisun Valley Road	I-80	Rockville Road
Solano County	Abernathy Road	I-80	Mankas Corner Rd
Solano County	Mankas Corner Road	Abernathy Rd	I-80
Solano County	Cordellia Rd	I-680	SR 12
Solano County/Fairfield	McGary Road	Red Top Road	American Canyon Road
Solano County	McCloskey Rd	McCormack Rd	SR 12
Solano County	Canright Rd	McCormack Rd	SR 12
Solano County	Azevedo Rd	Canright Rd	SR 12
Solano County	North Gate Rd	Cannon Rd	Travis AFB
Solano County	Turner Overcrossing	Turner Drive	Fairgrounds Drive
Solano County	Canon Rd	Vanden Rd	North Gate Rd
Solano County	Peabody Road	Vacaville City Limit	Fairfield City Limit
Solano County	Vanden Road	Peabody Road	Leisure Town Road
Suisun City	Walters Road	Suisun City Limit	State Route 12
Suisun City	Cordellia Road	Pennsylvania Avenue	Main Street
Suisun City	Main Street	Cordellia Road	Lotz Way

Suisun City	Railroad Avenue	Main St	Tabor Ave.
Suisun City	Peterson	Walters Road	TAFB South Gate
Vacaville	Peabody Road	California Drive	Vacaville City Limit
Vacaville	Vaca Valley Parkway	Interstate 505	Interstate 80
Vacaville	Alamo Drive	I-80	Leisure Town Road
Vacaville	Fry Road	Leisure Town Road	SR 113
Vacaville	Mason St/Elmira Rd	Depot Street	Leisure Town Road
Vacaville	Leisure Town Road	I-80	Vanden Road
Vacaville	Lyons Rd	Pleasants Valley Rd	Fairfield City Limits
Vacaville	Pleasants Valley Road	Vaca Valley Rd	Cherry Glen Rd
Vacaville	Cherry Glen Rd	Lyon Road	I-80
Vacaville	Vaca Valley Rd	Gibson Canyon Rd	Pleasants Valley Rd
Vallejo	Mare Island Way	Tennessee Street	Maine Street
Vallejo	Tennessee Street	Mare Island Way	Interstate 80
Vallejo	Curtola Parkway	Maine Street	Lemon Street
Vallejo	Mare Island Causeway	Mare Island Way	Railroad Avenue
Vallejo	Railroad Avenue	Murphy Ln	SR 37
Vallejo	Spring Rd	Columbus Pkwy	I-80
Vallejo	Redwood St	I-80	Sacramento Street
Vallejo	Sacramento St	Redwood Street	SR 37
Vallejo	Broadway St	Sereno Drive	Redwood Street
Vallejo	Fairgrounds Drive	SR 37	Napa County Line
Vallejo	Fairgrounds Drive	SR 37	Redwood Street
Vallejo	Tuolumne St	Redwood Street	Sereno Dr
Vallejo	Sereno Drive	SR 29	Fairgrounds Drive

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DATE: September 17, 2008
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Regional Implementation Update

Background:

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

Discussion:

In an effort to monitor the RM 2 capital program for STA sponsored projects, STA staff has met or will meet with all of the Solano County RM 2 project sponsors to get an update on the status to the projects, major issues, and schedule for each Phase.

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

Vallejo Ferry Intermodal Station (Total Project Cost \$66,485,000 - RM 2 Funding \$28,000,000)

The Vallejo Station Project will consist of a Multimodal transportation facility and privately funded transit-oriented residential and commercial improvements. The Vallejo Station Project will improve pedestrian, automobile, and public transportation access to the Vallejo Ferry Terminal, Vallejo Bus Transit Center, and Vallejo downtown areas. The focus of the project is to provide pedestrian access between the Ferry Terminal, the proposed Vallejo Station Ferry Parking Garage (1,200-space Parking Structure (public portion)), the proposed local Bus Transfer Center, the regional bus turnouts on Mare Island Way, and the downtown area. The Vallejo Station Project also includes public open spaces and pedestrian walkway enhancements. Overall, the Vallejo Station Project will provide Multimodal bus and ferry connections, with a pedestrian connection to Downtown and the Waterfront to the north and south.

On October 30, 2007 the City executed a contract with DMJM Harris for design services for the Vallejo Transit Center portion of the project. Design on this portion of the project is currently at 20% with an anticipated complete date of December 12, 2008.

A design contract was executed with Watry Design on November 13, 2007 for design of the parking structure and streetscape improvements. Design is approaching the end of the schematic stage with an anticipated overall completion date of March 27, 2009

Right-of-Way phase has begun with construction expected to begin as soon as early 2009.

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

Before moving forward with the site development of the Curtola site in accordance with the 2004 Major Investment Study (MIS), the City of Vallejo retained a consultant to validate the MIS conclusions. Validation includes, establishment of the program for the new facility (needs of the user), evaluate potential site locations, and evaluate short-list of most feasible sites. This validation has been completed with the following conclusions:

- ✓ Existing location is centrally located and convenient
- ✓ Greyhound operates independently
- ✓ Market is largely the San Francisco workforce
- ✓ SF commuters use express Bus #80, transfer to BART
- ✓ Casual carpooling very popular

Comments and suggestions:

- ✓ Lack of security
- ✓ Limited parking capacity
- ✓ Constrained access and vehicle conflicts
- ✓ Few comments requesting on-site retail

The City is currently evaluating the short-list of most feasible sites. This evaluation will include refining the detailed evaluation criteria, conducting Phase I Environmental Site Assessment for each site and evaluate how each site would accommodate a new parking structure and transit center. The City expects to conclude the validation by December and immediately commence the environmental clearance phase. Overall the city has indicated they plan to proceed with a phased approach to the project and construct a phase with the funds currently available.

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

Recently the City of Benicia has moved in a new direction with regard to the scope of the projects for this funding. The City is moving forward with two (2) Intermodal/Park-n-Ride Facilities that can be served by local and SolanoExpress intercity buses as well as park-and-ride commuters. The revised scope consists of:

Benicia Downtown Intermodal Transfer Center - A regional bus stop and park-n-ride facility at Military and First St. This will consist of new bus stop/street improvements along the 100 block of Military West, new parking facilities along the 100 block of West K St and intersection/traffic calming improvements along First St. between Military and West K St. Preliminary estimate is \$1.5M to \$2.5M.

West Benicia Intermodal Park-n-Ride - A regional bus stop and park-n-ride facility at Military West/Southampton Road. This will consist of a new park-n-ride facility improvements (paving, landscaping, lighting, access) within the property at the northeast corner of Military West/Southampton Road. Preliminary estimate is \$1M to \$2M.

Currently, the time schedule for implementation on both of these facilities is:

- √ 12 months for public input, environmental review and preliminary design approval
- √ 6 to 9 months for final design preparation
- √ 6 to 12 months for construction

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

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, is advertising for construction bids. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is required before construction can proceed. No updated activity on this project.

Fairfield Transportation Center (Total Project Cost \$12,000,000 - RM 2 Funding \$7,750,000)

The City of Fairfield certified the environmental document the week of September 15, 2008. The City is moving forward with design of the facility. Currently the facility is not fully funded.

Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$35,000,000 - RM 2 Funding \$20,996,000)

The City of Fairfield has reaffirmed the location of the facility to be at the Peabody/Vanden intersection. The City is expecting to release the draft environmental document for public comment at the end of this year. According to the City, the facility is not fully funded, however, STA will be working with the City to phase the implementation of the project with the funds that are currently available.

Vacaville Intermodal Station Phase 1 (Total Project Cost \$12,200,000 - RM 2 Funding \$7,250,000)

With a recent additional contribution of Congestion Mitigation Air Quality (CMAQ) funds to the project, this phase is fully funded. The total CMAQ funds for the project are \$3,028,000. Phase 1 of this project will provide a bus transfer facility along the I-80 corridor with 10 bus bays, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project, which is currently unfunded, envisions a 400-space parking garage. The City is pursuing the purchase of a site south of Interstate 80 located to the east of Allison Drive, between Nut Tree Parkway and Ulatis Drive, owned by CCC Associates. Communications with the landowner are on-going to establish a mutually beneficial property trade that would be based on fair market value prices. This past quarter, staff continued to work with Area West to obtain environmental clearance of the project in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). A topographic survey of the site was completed and staff began preliminary design. Staff received proposals for the architectural design of the bus shelter and entry features, and is currently negotiating with the architectural firms. Staff has retained the services of a landscape architect for the project. Construction is expected to begin in mid 2009 for the Phase 1 Project.

I-80/I-680/SR 12 Interchange/

North Connector (Total Project Cost \$58,164,000 - RM 2 Funding \$21,552,000)

The environmental document was certified by the STA Board in May 2008. Final design and right-of-way activities have begun with offers made to the affected property owners for the East End project. A Phase 1 construction contract has been approved with construction to begin in October 2008. The Phase 1 contract will install signals at I-80/Abernathy. Construction on the East End Project is expected to begin in the summer 2009.

I-80 HOV Lanes (Red Top Road to Air Base Pkwy) (Total Project Cost \$50,000,000 - RM 2 Funding \$9,750,000)

Construction on this project began in June 2008 with the new HOV Lanes expected to be opened in fall 2009.

Recommendation:
Informational.



DATE: September 12, 2008
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail
Bicycle and Pedestrian Connections Plan Update

Background:

A primary route identified in the Solano Countywide Bicycle Plan is the I-80/I-680/SR 12 Interchange Project – Cordelia to Napa bicycle route. The plan calls for a future Class II and Class I bicycle route connecting Solano County in Cordelia at Green Valley and Red Top Road to Napa County at the SR 29/SR 12 interchange.

There are other agencies with bicycle and pedestrian plans located along SR 12 Jameson Canyon corridor in addition to the STA, specifically:

1. Napa County Transportation and Planning Agency (NCTPA)
2. Bay Area Ridge Trail Council
3. City of Fairfield
4. County of Solano

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

On December 12, 2007, the STA Board approved a Bay Area Ridge Trail Grant application to address the inconsistency of the various planned bicycle routes along the SR 12 Jameson Canyon Corridor. On June 6, 2008, STA was notified of its success in obtaining the Bay Area Ridge Trail grant for \$55,000 from the California Coastal Conservancy.

Discussion:

On July 9, 2008, the STA Board authorized the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant and to issue a Request for Proposals (RFP) for the SR 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan. The STA Board also authorized the Executive Director to enter into an agreement with the selected consultant for an amount not to exceed \$55,000.

In August 2008, STA staff issued a RFP to qualified planning and engineering firms to assist in developing the SR 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan. STA staff received four proposals from firms and interviewed qualified firms during the week of September 15, 2008. STA staff anticipates the final selection of a consultant by September 26, 2008. The selected consulting firm will be responsible for coordinating with agencies and key stakeholder groups to develop a conceptual plan that will identify the potential alternatives for bicycle and pedestrian connectivity from Solano County to Napa County along SR 12 Jameson Canyon Road.

Fiscal Impact:

The Bay Area Ridge Trail Grant will provide \$55,000 to complete the study. As part of the local match, STA staff will provide in-kind services to administer the project. No impact to the STA general fund.

Recommendation:

Informational.



DATE: September 12, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Capitol Corridor - Quarterly Report

Background:

The Capitol Corridor provides intercity passenger train service from Auburn to San Jose. There is currently one Capitol Corridor train station in Solano County, located in Suisun City. The Capitol Corridor is governed by a Joint Powers Authority, and has two Solano County representatives (currently Dixon Mayor Mary Ann Courville and Solano County Supervisor Jim Spering) and one alternate (Vacaville Mayor Len Augustine). Day-to-day management is provided by staff from the Bay Area Rapid Transit Authority (BART).

Discussion:

The Capitol Corridor prepares an annual business plan and publishes statistics on a monthly basis regarding achievement of the business plan goals. There are three system-wide statistics and one Suisun City station statistic that will be reported to the TAC on a quarterly basis.

System Ridership:

- Ridership has grown 14.19% over the past 12 months.
- June 2008 ridership is 16.6% higher than June 2007 ridership.

System Revenue:

- Actual revenue continues to exceed business plan projections for every month in 2008 – as of June, revenues were 13.1% ahead of the business plan.
- Year-to-date system operating ratio is 54.6%.
 - Business plan goal is 50%.
 - Previous year-to-date system operating ratio was 47.1%.

On-Time Performance:

- On-Time Performance (OTP) for June 2008 was 66%, due to delays caused by track work. By August, the OTP had improved to above 90%.

Suisun City Station Passengers:

- Station performance minimums are 200+ boardings and alightings per day.
- Average daily passenger boardings are 215.
- Average daily passenger alightings are 220.
- Overall passenger activity is up approximately 1/3 in 2008 compared to 2007.

Destinations:

- 61% of passenger trips are to/from the Bay area; 39% to the Sacramento Area.
- Most common single-station destination is Sacramento

Other Solano Stations:

- The Fairfield City Council has reaffirmed its commitment to the Peabody/Vanden site for the Fairfield/Vacaville Multi Modal Station.
- Capitol Corridor General Manager Eugene K. Skoropowski has been invited to attend the October STA Board meeting to discuss station development progress and opportunities in Solano County.
- Both the Cities of Fairfield and Dixon have been invited to provide status updates of their future rail stations.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 12, 2008
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues.

Discussion:

The current STA Legislative Matrix is included (Attachment A) for further information. Legislative updates are also included from our state (Attachment B) and federal (Attachment C) legislative consultants.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix (To be provided under separate cover.)
- B. State Legislative Update for July/August 2008 – Shaw/Yoder, Inc.
- C. Federal Legislative Update for July/August 2008 – Akin Gump

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SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

September 2, 2008

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner
Gus Khouri, Legislative Advocate
Shaw / Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- SEPTEMBER

2008-09 Budget Update

The August 31st deadline signifying the conclusion of the 2007-08 Session came and went without passage of a 2008-09 State Budget. The Democratic and Republican Caucuses in both houses of the legislature remain at odds as to how to address a remaining \$15.2 billion deficit (\$24 billion total). The major sticking point revolves around the acceptance of either taxes, additional cuts or a combination of both. The Governor introduced an "August Compromise" which made further reductions to some programs and proposed a temporary 1 cent sales tax which would sunset after three years and include an additional ¼ cent reduction after that period.

The stalemate will now require the legislature to convene in Special Session to resolve the issue. The state is expected to face severe cash flow issues by the middle of September which will compromise payments to vendors, Medi-Cal recipients, and affect the state's bond rating, making it more expensive to secure loans.

Impact on Transportation

The delay in passage of a budget may impact the state's repayment to local governments of \$500 million in Highway Users Tax Account (HUTA) funds, derived from the excise tax, which were suspended in February to assist the state with its cash flow issues. In addition, there has not been any action to suspend local government revenues (Proposition 1A) or major transportation revenues (Propositions 42 / 1A) tax despite repeated rumors of legislators' preference to borrow rather than tax or cut services.

The following is a summary of items of interest to STA that are contained in the most budget proposal:

- **Proposition 1B Trade Corridor Improvement Fund (TCIF) Program-** The transportation trailer bill contains language which conforms spending for this

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Sacramento, CA 95814

program to what was adopted by the California Transportation Commission. There is revenue set aside in this program to fund the Cordelia Truck Scales project.

- **Proposition 1B State and Local Partnerships (SLP)**- Trailer bill language is currently being drafted to implement the SLP program. The legislature has proposed to provide \$200 million for this program for 2008-09. We will provide additional details as they become available. We have been told that tolls, local sales tax, and developer fees are all included as eligible revenue sources to satisfy the match requirement in order to make the program as competitive as possible.
- **Transit Funding** The Governor's August Compromise slashed funding for public transportation by \$567 million to public transportation. The State Transit Assistance (STA) program, which funds transit capital and operations has endured over \$1.1 billion in cuts this year.

State Legislative Update

AB 2558 (Feuer) - climate change mitigation and adaptation fee - authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues that would be generated amongst the nine counties in the MTC region similar to what was established in AB 595 (Brown), Chapter 878, Statutes of 1997 as requested by the STA board. The bill was put on hold on August 25 however, and will not go forward in this legislative year.

SB 375 (Steinberg) regarding transportation, land use, and the California Environmental Quality Act (CEQA) was introduced to require the California Transportation Commission (CTC) to adopt guidelines for reducing carbon-based emissions. SB 375 would require that regional transportation plans (RTPs) contain a preferred growth scenario that meets carbon dioxide emission reduction targets by 2020 and 2050. Those targets would be set by the Air Resources Board (ARB). The bill would also require that the preferred growth scenario be consistent with adopted state planning priorities, including regional housing targets. SB 375 would provide for a streamlined CEQA process for projects that are located within jurisdictions whose general plans are consistent with a preferred growth scenario and that meet specified criteria.

The STA Board took a watch position on SB 375 last year. The STA Board Chair sent a letter to Senator Steinberg on August 12, 2008, seeking an amendment to authorize a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to the Association of Bay Area Governments (ABAG) and MTC.

The requested amendment is not included in the amended version of SB 375 dated August 18, 2008. Similar requests have been sent to the bill's author recently by the Bay Area CMA Directors, County of Solano, and the Solano City County Coordinating Council. This issue was originally raised by the CSAC and the LCC. On August 25th, SB 375 passed through the Assembly. On August 30th, the bill was sent to enrollment as amended by the Assembly. It is uncertain whether the Governor will sign the bill given the Chamber of Commerce's opposition.

SB 1093 (Wiggins), the San Francisco Bay Area Water Emergency Transportation Authority (WETA) bill to make technical changes to the WETA legislation in line with the concerns as expressed by the STA Board and City of Vallejo, was enrolled on August 26, 2008. Several amendments were included to the satisfaction of the City of Vallejo.

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**AKIN GUMP
STRAUSS HAUER & FELD LLP**

Attorneys at Law

MEMORANDUM

August 28, 2008

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: July/August Report

Congress has been in recess during the month of August and will return the week of September 8. It is not clear how long they will be in session, but are targeting adjournment for the last week of September. Congress will attempt to pass energy legislation (that could include funding for public transportation) and may consider another economic stimulus bill (that funds infrastructure); although it is unclear what, if any, legislation will pass in this election year.

Appropriations

On July 10, the Senate Appropriations Committee approved a bill to fund the Department of Transportation at \$66.8 billion for Fiscal Year 2009. This amount is \$2.1 billion above the FY 2008 enacted level and \$3.3 billion above the President's request. The bill provides \$41.2 billion for the Federal Highway program, \$1.8 billion more than the President's request and the same as the FY2008 level and \$10.2 billion for the Federal Transit program, \$733 million above FY 2008, and \$90 million above the President's request. The Committee included \$100 million for grants to help develop new state-supported intercity passenger rail service and \$1.55 billion for Amtrak. The Senate is not likely to consider the transportation appropriations bill before Congress adjourns and the Congress is likely to fund the Department of Transportation and other agencies through a continuing resolution.

Increased Funding for Public Transportation

The Senate may consider proposals to increase federal funding for public transportation as part of energy legislation it will attempt to pass after the August recess. On August 1, Sen. Hillary Clinton (D-NY) introduced *The Saving Energy Through Public Transportation Act of 2008*, S. 3380. The bill is a companion to H.R. 6052, which passed the House by a vote of 322-98, on June 26. It would provide funding for transit agencies nationwide to temporarily reduce transit fares or expand transit services, authorizing \$1.7 billion for fiscal years 2008 and 2009 in formula grants for both urban and rural areas. Under the bill, California would receive an additional \$257 million annually under the urbanized formula, and \$8.8 million in rural formula grants. The bill would allow transit agencies to use the new grants to offset increases in fuel costs, purchase equipment or facilities that improve fuel efficiency, and provide intercity bus services.

Solano Transportation Authority
August 28, 2008
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Senate Majority Leader Reid and Sen. Jeff Bingaman (D-NM) included a proposal to increase public transportation funding as an amendment to the energy bill (*The Stop Excessive Energy Speculation Act of 2008*, S 3268). The amendment would authorize \$200 million in fiscal years 2009 through 2011 for grants to assist transportation agencies to reduce energy consumption and greenhouse gas emissions, authorize \$200 million in fiscal years 2009 through 2011 for grants to support transit-oriented development corridors, and authorize \$300 million for grants to new starts recipients with projects in final design and \$1 billion in formula grants to enhance transit options. Both bills only authorize funding, however, meaning that Congress would have to pass subsequent legislation to appropriate the additional funding.

The fate of energy legislation is uncertain in any event. Debate on energy legislation in the Senate reached an impasse before the August recess over Republican proposals to expand offshore drilling in an effort to increase the domestic petroleum supply. The debate likely will resume when Congress returns on September 8, with the issue taking on a new urgency with the upcoming elections.

Tauscher/Blumenauer Transportation Bill

On July 16, Rep. Earl Blumenauer (D-OR) introduced *The Transportation and Housing Choices for Gas Price Relief Act*, H.R.6495, with Reps. Ellen Tauscher (D-CA) and Christopher Shays (R-CT). The bill would provide subsidies and tax incentives to expand transportation options, assist transit agencies with rising fuel costs, help commuters reduce transportation costs and increase housing options near public transportation.

The bill would authorize federal funds for fare subsidies, service improvements, fuel purchases, and technology assistance and make it easier to secure federal funding for streetcars by requiring the Federal Transit Administration (FTA) to consider a streetcar project's contributions to land use, density, economic development, and carbon emission reductions in considering it for federal funding. It would promote smart growth by increasing availability of Location-Efficient Mortgages (LEM) for homes located near public transportation; providing funding to help States acquire, construct, and preserve affordable housing close to public transit; and requiring the Secretary of Housing and Urban Development to develop a standard that measures the transportation costs associated with a home's location and enabling real estate agents to provide this information to prospective buyers. It would assist commuters by equalizing the transportation fringe benefit so that those who commute by public transportation get as much as those who commute by driving, allowing employees to cash-in their parking benefits to spend on other choices that better meet their needs, extending transportation fringe benefits to bike commuters and the self employed, creating a tax credit for vanpool expenses and services for those who share their commutes, and creating a tax credit for qualified employers and employees who telecommute.

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According to congressional staff, the bill is not likely to move this year, but the House Transportation Committee may include the provisions in the SAFETEA-LU reauthorization bill.

Highway Trust Fund Shortfall

On July 23, the House approved a bill (H.R. 6532) authorizing the transfer of \$8.017 billion from the general treasury to the Highway Trust Fund. The transfer would avert an estimated \$5-6 billion shortfall in Fiscal Year 2009. House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) warned that without the bill, highway investment would fall 34 percent in the next fiscal year, threatening 380,000 jobs. The White House issued a veto threat, asserting that the bill would shift costs from highway users to the U.S. taxpayers. The Administration had proposed transferring funding from the transit account to make-up for the deficit in the highway fund, but lawmakers have rejected that proposal.

Republicans have blocked Senate supporters from attaching a similar provision to “must-pass” legislation. Republican opposition, however, appears motivated by internal Senate politics and objection to the way the Democrats have brought up the provision making it more likely that Republicans ultimately will not object to the Senate attaching the provision to a continuing resolution or other bill before the 110th Congress adjourns.

Bridge Repair

On July 24, the House passed legislation (H.R. 3999) to authorize \$1 billion in Fiscal Year 2009 for repair, reconstruction and replacement of structurally deficient bridges. Chairman James Oberstar (D-MN) introduced the legislation in response to the collapse of the I-35 West Bridge in Minneapolis in August 2007. Prior to passing the bill, the House adopted a number of amendments authorizing studies and reports focusing on the factors that contribute to bridge repair delays, as well as ways to rehabilitate failing structures more efficiently and economically. Because the White House is opposed to authorizing additional funds for bridge repair and there is no Senate companion to the bill, it is unlikely that the bill will be enacted before Congress adjourns this year.

Senate Economic Stimulus Package

On July 30, Senate Appropriations Committee Chairman Robert Byrd (D-WV) announced that the Senate will consider a \$25 billion supplemental spending bill in September that will include funding for infrastructure and disaster relief. He proposed to spend \$4.8 billion on transportation infrastructure, estimating that the spending would create at least 166,000 jobs.

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The proposal would provide \$893 million for transit agencies to support capital and operating costs. The proposal would authorize \$3.6 billion in new highway investment, as well as transfer funds from the general treasury to prevent a shortfall in the Highway Trust Fund. The bill would provide \$100 million for Amtrak capital projects and \$200 million for airport projects ready for immediate construction. It also includes \$1.5 billion for energy efficiency, including \$300 million for competitive grants to State and local governments for innovative energy efficiency or conservation demonstration projects, \$2.3 billion for rural development, and billions of dollars in aid to disaster areas hit by storms, floods, and wildfires.

House Speaker Nancy Pelosi (D-CA) is expected to propose a \$50 billion economic stimulus package in the House, and has also identified infrastructure spending as a priority to support job creation. However, she indicated that it would be necessary to win the President's support and the votes of congressional Republicans to move a bipartisan bill. The Administration has been resistant to supporting additional federal spending to stimulate the economy stating that a second spending bill is more about election year politics than economic growth.

AMTRAK Reauthorization

A House-Senate conference on a bill to reauthorize Amtrak (S. 294) was delayed by Republican efforts to focus the Senate on the debate on off-shore drilling.

On July 26, Sen. Tom Coburn (R-OK) objected to a motion offered by Senate Majority Leader Harry Reid (D-NV) to agree to a conference with the House and appoint Senate conferees, delaying final passage of the bill until September. The House and Senate versions of the bill are similar and the Leadership is expecting a quick agreement once a conference is convened. The most controversial issue is a provision in the House bill (HR. 6003) that would allow private companies to bid against Amtrak to offer new high-speed rail service in the northeast corridor, but Sen. Frank Lautenberg (D-NJ), the provision's chief opponent, suggested that an agreement might be reached on a compromise. Both bills also authorize grants to support inter-city passenger rail service. The House voted to proceed to a conference on July 22.

While the White House has raised objections to the funding levels for reauthorization, the bills passed both chambers by large margins. The House voted 311-104 in favor of the bill on July 22 and the Senate passed its version of the bill on October 30, 2007, by a vote of 70-22.



DATE: September 12, 2008
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA Annual Awards Nominations

Background:

The STA will present its 11th Annual Awards on Wednesday, November 12, 2008, at the Trilogy Clubhouse Vista Ballroom in Rio Vista.

Discussion:

Staff has received nominations for the 10 categories. Nomination materials are now being prepared for submittal to the STA Board members for voting. The STA Executive Committee will determine the winners at their meeting on September 29, 2008.

The nominees will be announced publicly at the October 8th STA Board meeting, with the exception of State/Federal Elected Official and Special Award nominees. Nominees will then receive a letter informing them of their nomination, and will be included in the PowerPoint presentation at the ceremony. The recipients of the awards in each category will be revealed at the Awards Ceremony.

The STA looks forward to celebrating our collective transportation accomplishments with members, partners, businesses, agencies, elected officials and community members.

Recommendation:

Informational.

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DATE: September 15, 2008
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, and the County of Solano). This will be the last year Suisun City will be claiming TDA funds for streets and roads. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff selects pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and 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. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads are held by MTC.

Discussion:

The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. The issues raised at the hearing and through written comments will be reviewed and compiled by MTC. The comments that are identified as reasonable unmet needs, will be forwarded by MTC to STA.

STA staff will work with MTC and local transit operators to outreach to the public as soon as the date of the Unmet Transit Needs is set. MTC produces a flyer announcing the public hearing that will be provided to transit operators to post on their buses and other locations. Transit operators are encouraged to attend and hear the concerns expressed first hand in this process.

Recommendation:

Informational.



DATE: September 12, 2008
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
SUBJECT: Lifeline State Transit Assistance Funds (STAF) and
Proposition 1B Call for Projects

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies including the STA. The STA will select the Solano Lifeline projects for funding and submit these projects to MTC. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated amount of \$4,266,529 of Lifeline Funds provided by the MTC for Solano County.

The estimated \$4.3 million is comprised of three sources of funding which have various requirements and issues.

\$2,336,762: State Transit Assistance Funds (STAF)
\$1,512,722: Proposition 1B funds
\$ 416,834: JARC (Jobs Access Reverse Commute)
\$4,266,318 TOTAL

The JARC funds are distributed through the Urbanized Areas (UA's). MTC administers the JARC funds for the large San Francisco UA which covers most of the Bay Area. Solano consists of three small UA's: Vallejo, Fairfield, and Vacaville. Caltrans administers the JARC funds for small UA's. STA must submit JARC/Lifeline Projects to MTC by September 24th.

Discussion:

The first Call for Projects was for Job Access Reverse Commute (JARC) funding for two years. It was released on August 7, 2008 with applications due August 27, 2008. The Call for Projects was distributed to all Solano transit operators and over 50 other organizations throughout Solano County and was available on the STA website.

Two years of funding, will be allocated by Caltrans for Solano Lifeline Transportation Projects in the target amount of \$416,834.

This funding source has guidelines on how the funds may be spent which will influence the types of projects that may be funded. Up to two years of funding could be requested and up to \$125,000 per project per year.

The Lifeline Advisory Committee (Attachment A) reviewed the proposals and heard the project applicants present their projects. The Committee evaluated and prioritized the projects and developed a consensus recommendation. The recommendation was provided to STA Board and was approved on September 10, 2008 (Attachment B). The STA staff will forward the applications to MTC by September 24, 2008. MTC will certify that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, get MTC Commission approval and then forward the applications for final approval and allocation to Caltrans. If awarded, the funds should be available in Spring 2009.

Current Call for Projects – Prop 1B and STAF

The current Call for Projects is to allocate approximately \$3,849,695 of Prop 1B and STAF. Priority projects identified through the Community Based Transportation Planning process or the 2002 countywide Welfare to Work Transportation Plan (Attachment C and D) will be eligible to apply for Lifeline funding. Priority for the limited Lifeline funds will be given to Solano transit operators that are out of the Unmet Transit Needs process. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

At this time, the STAF funds are an estimate due to issues associated with the State budget and will not be finalized until late September. In addition, MTC has indicated that they will reserve \$1.5 million of STAF off the top of the original \$43,986,585 regional STAF for Lifeline for a “means-based fare pilot program”, this has been taken into account above.

Timeline Summary for Prop 1B and STAF for both Tier I and Tier II

Issue Lifeline Call for Projects- Prop 1B and STAF	August 2008
Applications Due to STA	Friday, October 31, 2008 3:00 pm
Lifeline Advisory Committee/ Project Applicant Interviews	First/second week of November
STA submits projects to MTC	November 30, 2008
STA Board Approval of Lifeline Projects	December 12, 2008
MTC Commission approval of second cycle Lifeline Program of Projects	January 2009
STAF funding projects: projects sponsors begin to claim funds or enter into agreements	February 2009
Prop 1B transit-funded projects: projects sponsors receive funds from state	February 2009 (estimated)

Revision of Lifeline Program of Projects (Tier II)	September 30, 2009
MTC Commission approval of Tier II Lifeline Program of Projects	December 2009

Some eligible projects for STAF include potential funding for operations of new, continued or expanded fixed-route service (Attachment E). Prop 1B funds may only be used on capital projects. Transit operators may be able to address some of their present and future budgetary challenges with projects identified as priorities for low-income residents in their community. Projects for both sources of funds must be presented as a solution in addressing the low-income transportation gaps.

The STA staff would like to initiate a discussion at the Consortium meeting with the transit operators to get a sense of what types of projects are being planned for this funding. Through this discussion, a collaborative teamwork effort in sharing projects and ideas should assist in making sure that all the funding is appropriated to best meet the need for Solano's county low-income population.

Fiscal Impact:

STA is programming STAF and Prop 1B Lifeline Funds that have been allocated to Solano County by MTC and Caltrans. There is no impact on the STA budget.

Recommendation:

Informational.

Attachments:

- A. Lifeline Advisory Committee Members
- B. STA Board Recommendation Plan for 2008 Solano Lifeline/JARC Projects
- C. CBTP Priority Projects
 - 1. Dixon
 - 2. Cordelia/Fairfield/Suisun
 - 3. Vallejo
- D. Welfare to Work Transportation Plan
- E. Funding Source Information

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**LIFELINE ADVISORY COMMITTEE MEMBERS
2008**

The STA's Lifeline Advisory Committee is comprised of the following members:

Cookie Powell, Dixon Community Action Council (CAC)

Gerry Raycraft, Children's Network

Gail Jack, County of Solano, Health and Social Services/Welfare to Work

Kim Barkus, Paratransit Coordinating Council (PCC) member & County of Solano, Health and Social Services/Older Adults Mental Health Division

Vacant, Member At- Large

Jeff Matheson, STA Intercity Transit Consortium & Dixon Read-Ride

STA Board Approved Projects for Lifeline/JARC Funding

First Priority

	Applicant	Project	Amount Recommended
1	Vallejo Transit	Solano Community College Project	\$250,000
2	Benicia CAC	DRIVES/CARS Programs	\$ 30,000
3	Fairfield and Suisun Transit	Installation of MCI Luggage Bay Bicycle Racks	\$ 45,000
4	Fairfield and Suisun Transit	Route 2 Frequency Improvements for Travis AFB Shuttle	\$ 91,834
		Solano JARC Target	\$416,834

Second Priority

	Applicant	Project	Amount Recommended
2	Fairfield and Suisun Transit	Route 2 Frequency Improvements for Travis AFB Shuttle	\$21,994

Solano Transportation Authority/MTC
COMMUNITY-BASED TRANSPORTATION PLANNING FOR DIXON

Figure 6-1-Summary of Needs and Solutions

Need Addressed	Solution	Description	Lead Agency
POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)			
Stakeholder comments regarding unfamiliarity with available community transportation resources or what their transportation options may be. Opportunity to offer expanded bilingual services.	1. INFORMATION DISSEMINATION	a) Developing and maintaining a database of community needs and transportation resources; and b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Readi Ride may not necessarily provide the transportation but will advise callers as to what their transportation options may be.	STA and City of Dixon/Readi Ride
Coordinated demand for select trips outside City limits (outside Readi Ride's service area); need for utilization of available volunteer transportation resources.	2. COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT	STA and Readi Ride officials jointly facilitate on-going dialogue with key community stakeholders for continuing discussion of transportation needs and requirements and participation in solutions including local scrip/voucher program and a demonstration of medical shuttle.	STA and City of Dixon/Readi Ride, with Stakeholders
Accommodate low-density travel demand likely evenings, weekend or "regional" service. Migrant worker needs; May address demand for evening, weekend and outside of City-limits, service; Out-of-hours school student needs met.	3. TAXI SCRIP / VOUCHER PROGRAM	Provides subsidized, on-demand transportation for eligible users, through contracted taxi/van providers; agency participants decide their individual level of subsidy and final cost to user.	City of Dixon/Readi Ride
Transportation as a barrier to accessing health care; Medical patients without other options needs potentially met; regular demand for service to out-of-Dixon destinations.	4. MEDICAL SHUTTLE SERVICE	Medical shuttle service implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.	City of Dixon/Readi Ride
Households who are transportation disadvantaged and whose work/service needs can only be met by auto.	5. VEHICLE PURCHASE ASSISTANCE	Potential for households for whom transit cannot meet travel needs to become independent through subsidized vehicle purchase, potentially extending range of eligibility from current CalWORKS participants.	County/City of Dixon
POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)			
Address demand for evening, weekend and outside of City-limits, service Employee needs met (Kragen and School District).	6. ENHANCED READI RIDE	Although immediate expansion not envisaged, additional study to determine service planning needs for future Readi Ride expansion; will include updating of Readi Ride recommendations from the Long Range Transit plan within the context of Dixon CBTP transportation solutions.	STA/City of Dixon/Readi Ride
Demand for out of Dixon destinations and connecting services in Solano and Yolo Counties.	7. ENHANCED ROUTE 30	Evaluation of potential for AM westbound stop at Dixon and other daytime stops currently omitted from I-80 express service, within the context of Dixon CBTP transportation solutions.	STA

Cordelia Project Area Community-Based Transportation Plan

The following table shows the priority projects.

Project	Implementation Lead	Potential Funding Sources	Cost
Late-night shuttle, possibly funded by local employers, for employees.	Cities of Fairfield, Suisun City, Fairfield/Suisun Transit, Solano Transportation Authority	Private funding, TDA, STA, JARC, Prop 1B	At least \$40,000/year
Expand service on Sundays, particularly on Rt. 7, and holidays using a public dial-a-ride service.	Fairfield/Suisun Transit	TDA, STA, JARC	At least \$150,000/year
Extend time on transfers and/or offer day passes. Expand frequency of service and/or provide complementary service with shuttles.	Fairfield/Suisun Transit	TDA, STA, JARC, Prop. 1B	TBD
Make infrastructure improvements at bus stops, including shelters and benches.	Fairfield/Suisun Transit	TDA, STA, JARC, Prop 1B	\$12,000/shelter
Lower transit fares; provide additional passes for social services agencies to assist clients.	Fairfield/Suisun Transit, Area Agency on Agency, Solano County Health and Human Services	STA, JARC	Minimal to over \$100,000/year
Post bus schedules at all bus stops.	Fairfield/Suisun Transit	STA, JARC, Prop. 1B	\$350/stop, more than 350 stops
Establish a transit ambassadors/travel buddies program for low-income residents that provides one-on-one orientation and/or accompaniment. Staff can be volunteers or paid.	Fairfield/Suisun Transit, Solano Transportation Authority, others	TDA, STA, JARC, New Freedom	\$100,000/year
Expand services for seniors through existing programs such as Faith in Action.	Faith in Action or other non-profits	STA, JARC	\$75,000/year
Offer enhanced training through Fairfield/Suisun Transit. F/S Transit would provide the training venue and access to drivers and personnel.	Fairfield/Suisun Transit, ILRC,	STA, New Freedom	Less than \$10,000 for meeting space, administration
Provide better route and fare information in Spanish.	Fairfield/Suisun Transit, Solano Transportation Authority	TDA, STA, JARC	\$300/brochure, plus layout and printing costs

The following table shows the priority projects.

Project	Implementation Lead	Potential Funding Sources	Cost
Improve transit route coverage, frequencies, and span of service throughout Vallejo.	Vallejo Transit	STA, JARC	Significant. Depends upon level of service improvement. Operating costs are over \$100/hour
Provide more weekend Vallejo Transit service.	Vallejo Transit	STA, JARC	Depends upon level of additional service. At minimum over \$200,000/year
Extend Vallejo Transit route coverage to Solano Community College-Vallejo.	Vallejo Transit, Solano Community College	STA, JARC, student fees	\$580,000/year
Extend route coverage to Mare Island, especially to social service providers.	Vallejo Transit, Touro University, Public Agency	STA, JARC, student fees, TFCA	Depends upon level of additional service. At minimum, over \$500,000/year
Improve bus stops and shelters; provide better lighting, covered stops, and benches.	Vallejo Transit	STA, JARC, Prop 1B	\$12,000/shelter
Expand the taxi scrip program.	Vallejo Transit	STA, JARC, New Freedom	\$200,000/year
Establish a transit ambassadors/travel buddies program for low-income residents that provides one-on-one orientation and/or accompaniment.	Vallejo Transit, Solano Transportation Authority, others	STA, JARC, New Freedom	\$100,000/year
Expand paratransit eligibility.	Vallejo Transit, others	STA, JARC, New Freedom, 5310	\$500,000-\$2million/year, depending on extent of service

Vallejo Community-Based Transportation Plan

Project	Implementation Lead	Potential Funding Sources	Cost
<p>Expand capacity of senior escort service. Funding could supplement the donation gap and be used to hire a full-time staff person to recruit drivers, dispatch and manage the daily program.</p>	<p>Area Agency on Aging</p>	<p>STA, New Freedom</p>	<p>\$75,000/year</p>
<p>Provide better route and fare information in Spanish.</p> <p>Transit brochures and other materials would be translated into Spanish and provided wherever Vallejo Transit information is available.</p>	<p>Vallejo Transit, Solano Transportation Authority</p>	<p>STA, JARC</p>	<p>\$300/brochure, plus layout and printing costs</p>

Chapter 5 High Priority Transportation Gaps and Barriers

Introduction

This chapter summarizes the high priority transportation gaps and barriers in Solano County. These were chosen by the Advisory Committee from the larger list outlined in Chapter 4 of this report. A list of the ten highest prioritized gaps and barriers is presented along with a brief example of the gap/barrier as it exists in Solano County.

Top Ten Priorities

It should be noted that the top three issues together received half (50%) of all votes, indicating the agreement among committee members that these three issues need immediate attention. Issues are county-wide unless specified otherwise.

- 1. Lack of late night and owl service for swing shifts and graveyard shifts (18% of votes among the top ten issues)** – Many entry-level jobs throughout Solano County require working non-traditional shifts. Warehousing, retail and light manufacturing are among the types of jobs available in the county with swing and graveyard shifts.
- 2. Childcare transportation (17% of votes among the top ten issues)** – includes transporting children of SolanoWORKs participants from home to day care and day care to school in the morning, school to day care in the afternoon and day care to home in the evening or night.
- 3. Lack of transit service to Benicia Industrial Park (15% of votes among the top ten issues)** – Some of the best paid entry-level jobs are available at this large industrial park, but it is not served by public transit.
- 4. Lack of transportation to/from Rio Vista (ten percent of votes among the top ten issues)** – This community is relatively isolated from the rest of the county. The only public transit available is a van service that provides trips on weekdays to regional destinations, but serves only one or two destinations each day on a rotating schedule.

- 5. Lack of coordination in service hours between regional routes and local routes (nine percent of votes among the top ten issues)** – Most intercity routes in Solano County provide service into the evening after the local routes end service. Local service hours need to be coordinated with service hours on regional routes so that passengers may complete their trips on public transit.
- 6. Need for a coordinated and simplified fare system between transit operators (seven percent of votes among the top ten issues)** – A unique fare system is in the pilot phase now - TransLink® will be implemented in Solano County as soon as late 2003.
- 7. Lack of transit service to Solano Industrial Park in Fairfield (six percent of votes among the top ten issues)** – Many of the employers in this industrial park are not within walking distance of the existing bus stops. Also, service hours do not accommodate swing and graveyard shifts.
- 8. Lack of weekend service (six percent of votes among the top ten issues)** – There is no fixed route local Sunday service anywhere in the county and very little regional service. Saturday service exists but is reduced from the weekday schedule especially in the early mornings, making it difficult to begin work earlier than 10:00 AM.
- 9. Inadequate service frequencies during morning and evening peak periods (six percent of votes among the top ten issues)** – Most transit services in the county operate on 30 or 60 minute frequencies. If a passenger misses a connection they will have a significant wait for the next bus.
- 10. Inadequate service to/from Dixon (five percent of votes among the top ten issues)** – Dixon has only 4 roundtrips daily to Davis, Fairfield and Vacaville. The last trip ends at 5:30 PM.

For the purpose of this effort, priorities #3 and #7 have been combined into the larger issue of transportation to suburban industrial parks. Priorities #4 and #10 are also combined because they are both outlying cities with very little public transit service available.

ATTACHMENT E - Funding Source Information

**Lifeline Transportation Program
Second-Cycle Funding, FY 2009 – FY 2011**

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMIS_EA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> ▪ Operators of public transportation services, including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority
Eligible Projects	<p><u>Transit Capital and Operations</u>, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities 	<p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p><u>Capital or Operating projects</u> including:</p> <ul style="list-style-type: none"> ▪ Services (e.g. late-night & weekend, shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management <p>Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds. ▪ For “Other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.	Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirement	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim ▪ “Other entities” must submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. 	<ul style="list-style-type: none"> ▪ Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. 	<ul style="list-style-type: none"> ▪ All project sponsors will submit quarterly performance reports with invoices for reimbursement to MTC. Prior to submittal to MTC, reports will be submitted to Lifeline Program Administrators for review.

Note: Information on this chart is accurate as of May 2008. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).



DATE: September 15, 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, and has monitored their implementation on a regular basis. 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) *Office of Traffic Safety (OTS) Grant*

The OTS Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on September 16, 2008 in Suisun City. As of August 30, 2008, the Solano office of the CHP has spent used 733 hours of officer time paid for by the OTS grant; 203 hours remain for use in 2008.

The OTS Grant is designed to achieve two goals:

- To reduce the number of fatal victims in the corridor from 12 to 11 as compared to the number, 12, that occurred during the same months from January 1, 2006, through December 31, 2006. There have been no fatal accidents in the Solano County portion of the SR 12 OTS grant corridor in 2008. There have been two fatal accidents in the San Joaquin County portion of the corridor. Overall, this represents a 60% reduction in fatal accidents from 2007.
- To reduce the number of injured victims on Corridor 1 by 5 percent, from 203 to 193 as compared to the number, 203, that occurred during the same months from January 1, 2006, through December 31, 2006. CHP-compiled statistics show a total of 99 injured subjects in crashes along the entire safety corridor since April 2008, compared to 72 for the same period in 2006. This represents an 88% reduction in injuries.

With the passage of the state budget, OTS is able to sign contracts to purchase and distribute promotional materials and run safety ads on local radio and TV.

- 2) *State Legislation*
There are no pending SR 12 related legislative measures. The Officer David Frank Lamoree Memorial Highway was dedicated at a ceremony held in Rio Vista on September 4, 2008. More than 100 people and several regional news organizations attended the dedication ceremony.
- 3) *Education*
Publication of Volume 3 of the SR 12 Status Newsletter has been delayed until after the Officer David Frank Lamoree memorial Highway dedication.
- 4) *Engineering*
Caltrans has stated that they will not be able to finish right-of-way acquisition for the SR 12 State Highway Operations and Protection Program (SHOPP) improvements until November 2008. Construction of the improvements will not begin until weather and soil conditions allow in 2009.

Caltrans has had difficulty maintaining the fiberglass delineators between Lambie Road and Dourin Drive. Caltrans is considering increasing the spacing of the delineators from approximately every 20 feet to every 40 feet in order to reduce the number of delineators that need to be replaced.

On July 8, 2008 the Executive Steering Committee for the SR 12 Jameson Canyon Project approved scope of the Phase 1 project that is being designed by STA. The proposed design will meet conventional highway standards to the extent possible. The Phase 1 project will provide for additional two lanes of traffic including 8 foot outside shoulders, median barrier, median barrier opening in Solano County, wildlife crossing and a Class II bike facility in both the eastbound and westbound directions. The Phase 1 project will minimize detrimental impacts to the natural resources in the corridor and avoid costly utility relocations. The utility relocation strategy is to relocate when needed within the right of way but outside of the roadway prism. Utility pot holing activities in the corridor are ongoing and scheduled to be completed within the next 2 months.

The Metropolitan Transportation Commission (MTC) submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. STA received a letter from Caltrans on September 15, 2008, announcing that Caltrans had not selected the SR 12 corridor application for funding in this cycle. STA staff will explore other options for funding this study.

The SR 12 Steering Committee was held for September 4, 2008, to coincide with the Officer David Frank Lamoree Memorial Highway dedication. The SR 12 Corridor Advisory Committee, involving representatives from Sacramento and San Joaquin counties, has not met.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 17, 2008
TO: STA Board
FROM: Sam Shelton, 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 were 4 project delivery reminders for the TAC this month:

1. Change in FY 2008-09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:

MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants bay area projects ready to obligate.

<u>Projects to be included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u>			
<ul style="list-style-type: none"> - \$7.86M in Federal funding - Last changes due to STA by October 3, 2008. - Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON Currently in PE phase. Submit TE allocation request to CTC by Nov 2008 for Jan 2009 allocation.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Currently in ENV/PE.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	SOL070012	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 for CON <u>Full funding required for TIP amendment.</u> Currently in ENV/PE phase.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON Phase II obligated.
Solano County	SOL050046	Old Town Cordelia	\$500,000 for CON.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON to be listed in the 2009 TIP.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for CON
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Currently in ENV/PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in ENV.

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.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 04/01/08 – 06/30/08			
Invoice Submission Due to LPA: 08/14/08			
Justification Due to DLAE: 08/26/08			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	\$220,375	Listed inactive during review period. Invoiced 07/3/08.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	\$54,869.41	Last billed, 08/22/06
Fairfield	Pittman Rd. And Suisun Valley Rd., Ac Overlay	\$426,000.00	Final invoice submitted to Caltrans.

Projects that will become inactive by December 2008			
Vallejo	Georgia St. From Santa Clara To Mare Island , Street Extension And Streetscape	\$79,065	Authorized 05/30/02. Last Billed, 12/19/06.
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Authorized 06/26/05. Last Billed, 10/06/06.
Projects that will become inactive by March 2009			
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	\$1,633,258	Invoice sent 03/24/2008. Award CON by 4/22/2008.

3. Right of Way “Certification 3” Must Be Approved by FHWA

Caltrans no longer has the authority to approve projects for advertising using a Right-of-way Certification 3. FHWA must approve a project sponsor’s ROW Certification 3 before a project sponsor and advertise their project. Project sponsors should allow at least **10 additional days** for this certification from FHWA to occur.

4. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious

After working things out with FHWA, Caltrans is awaiting US Department of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

Once approved, Caltrans will likely announce the conversion, and:

- a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
- b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
- c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

5. Caltrans D4 Local Assistance, New Environmental Planner Contact

Boris Deunert is the new District 4 Environmental Clearance coordinator, who schedules field reviews and approves Preliminary Environmental Study (PES) forms. After submitting your E76 or PES and Field review forms to the District Local Assistance Engineering (DLAE), Boris Deunert will be your environmental contact. As the single point of contact between local agencies and other Caltrans environmental staff, he hopes to expedite the environmental clearance process for categorical exclusions.

Mr. Deunert has considerable experience with environmental reviews and expects much more thorough PES forms before he schedules field reviews. He recommends reviewing the latest changes to the Local Assistance Procedures Manual (LAPM) as the PES form has changed.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 15, 2008
TO: STA TAC
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2007-08

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

Discussion:

In FY 2007-08, STA was allocated \$365,352 in AVA Program Funds. Subsequently, STA disbursed these funds plus interest earned of \$1,070 throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies for the guidelines of the program. STA deducted \$10,960 (3%) of the funding received for FY 2007-08 for administrative cost. In compliance with the AVA Program requirement, STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has been invited to participate in the program; however, they do not currently have many abandoned vehicle and want to defer their participation for a later time.

In January 2007, the California Highway Patrol (CHP) revised the Abandoned Vehicle Abatement (AVA) Program Handbook. Included in the handbook revision is the reporting requirement for the number of notices issued to vehicle owners of intent to abate and remove an abandoned, wrecked, dismantled, or inoperative vehicle or parts thereof as a public nuisance.

The following is a matrix summarizing FY 2007-08 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2007-08				FY 2006-07		
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Average Cost	# of Abated Vehicles	Reimbursed Amount	Average Cost
City of Benicia	6	19	\$9,799	\$1,633	18	\$12,376	\$688
City of Dixon	308	156	\$2,895	\$9	702	\$5,778	\$8
City of Fairfield	986	986	\$41,988	\$43	554	\$50,615	\$91
City of Suisun	389	444	\$48,601	\$125	338	\$33,266	\$98
City of Vacaville	196	2,183	\$58,366	\$298	229	\$54,595	\$238
City of Vallejo	1,201	1,108	\$161,824	\$135	1,421	\$140,532	\$99
Solano County Unincorporated area	261	210	\$32,024	\$123	790	\$59,427	\$75
Total	3,347	5,106	\$355,497	\$106	4,052	\$356,589	\$88

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 12, 2008
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Bay Area Air Quality Management District (BAAQMD) Lower-Emission School Bus Program*	Geraldina Grunbaum, BAAQMD (415) 749-4956	September 30, 2008
Solano Lifeline Transportation Funding Program – Prop 1B & STAF*	Liz Niedziela, STA (707) 399-3217	October 31, 2008
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	November 24, 2008

* New funding opportunity



FUNDING OPPORTUNITY

BAAQMD Lower-Emission School Bus Program

Applications Due September 30, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Public agencies, private for profit organizations, private non-profit organizations

Program Description: The Lower-Emission School Bus Program (LESBP) is a partnership between the California Air Resources Board (ARB) and local air districts, and is administered locally by the Bay Area Air Quality Management District (Air District). The goals of the LESBP are to reduce the exposure of school children to harmful emissions of particulate matter (PM) and reduce emissions of oxides of nitrogen (NOx) and non-methane hydrocarbons (NMHC), which contribute to summertime smog.

Funding Available: Approximately \$11.6 million is available for 2008 grant cycle

Eligible Projects: This grant program provides funding to:

- replace pre-1987 school buses with clean school buses, and
- retrofit 1987 and newer in-use diesel school buses with emission control devices

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/school_bus/index.htm

Program Contact Person: Geraldina Grunbaum, Environmental Planner (BAAQMD),
(415) 749-4956
ggrunbaum@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Solano Lifeline Transportation Funding Program

Applications Due October 1, 2018

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Solano STAF & Prop 1B Lifeline Transportation Funding Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public Agencies, transit agencies, county social service agencies, cities and counties, and private operators of public transportation services

Program Description: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties

Funding Available: Approximately \$3.8 million is available

Eligible Projects: The Lifeline Transportation Program funds are intended to fund operating and capital projects serving the low-income residents of Solano County:

Operating:

- new or enhanced fixed route transit services
- restoration of lifeline-related transit services eliminated due to budget shortfalls
- shuttles
- children's transportation programs
- taxi voucher programs
- improved access to autos

Capital:

- purchase of vehicles
- bus stop enhancements
- other enhancements to improve transportation access for residents of low-income communities

Further Details: <http://solanolinks.com/stajobs.htm#grant>

Program Contact Person: Liz Niedziela, Transit Program Manager/Analyst (STA), (707) 399-3217
eniedziela@sta-snci.com

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 399-3217
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Bikes Belong Coalition Grants Program

Applications Due November 24, 2016

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

- Eligible Project Sponsors:** Public agencies, private for profit organizations, private non-profit organizations
- Program Description:** The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.
- Funding Available:** Approximately \$180,000 per year
- Eligible Projects:** Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Examples:

- **Facilities:**
 - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
 - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
 - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
 - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

Further Details: <http://www.bikesbelong.org/node/41>(Application)
<http://www.bikesbelong.org/node/42> (Grant Seeker’s Guide)

Program Contact Person: Elizabeth Train, Grants and Research Director (Bikes Belong), (303) 449-4893 x3
elizabeth@bikesbelong.org

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214 76
swoo@sta-snci.com



**Solano Transportation Authority
Board Meeting Highlights
September 10, 2008
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the September 10, 2008 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of September 10, 2008. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Jim Spering (Vice Chair)	County of Solano
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

CLOSED SESSION

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that the annual evaluation process for the Executive Director has been completed. He stated that a request to approve the contract amendment, as specified in the staff report, will be discussed under Agenda Item IX.A, Proposed Compensation Changes for Executive Director.

ACTION – FINANCIAL ITEMS

A. Proposed Compensation Changes for Executive Director

Recommendation:

Approve compensation changes as specified in Attachment A: Amendment No. 9 to Executive Director's Employment Agreement.

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

B. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Regional Paratransit Allocation

Recommendation:

Approve the list of FY 2008-09 Regional Paratransit projects as specified in Attachment A.

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

C. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Status and Allocation Amendment

Recommendation:

Approve Amendment No. 1 to the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachments B and C.

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

D. AMENDED - 2007-09 Job Access Reverse Commute (JARC) Lifeline Transportation Funding Program

Recommendation:

Approve the following:

1. The 2008 Solano JARC Lifeline Project Funding Plan as specified in Attachment B; and
2. Direct staff to work with recommended Project Applicants to refine their proposals before submitting to MTC; and
3. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

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

ACTION – NON FINANCIAL ITEMS

A. Legislative Update

Recommendation:

Approve the specified positions on the following items:

- HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008 - Support
- HR 6495 (Blumenauer) Transportation and Housing Choices for Gas Price Relief Act of 2008 – Watch
- S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008 – Support

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

B. Update to STA's Joint Powers Agreement

Recommendation:

Authorize the Executive Director to forward the draft update of the STA's Joint Powers Agreement to the eight member agencies as specified in Attachment B.

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

CONSENT CALENDAR ITEMS

On a motion by Board Member Price, and a second by Board Member Augustine, the STA Board approved Consent Calendar Items A thru J.

A. STA Board Meeting Minutes of July 9, 2008

Recommendation:

Approve STA Board Meeting Minutes of July 9, 2008.

B. Review TAC Draft Minutes for the Meeting of August 27, 2008

Recommendation:

Receive and file.

C. Emergency Ride Home Program Contract Amendments

Recommendation:

Authorize the Executive Director to execute amendments to extend the term of the existing contracts to deliver the Solano Emergency Ride Home (ERH) Program with Budget Car and Truck Rental of Fairfield and Veteran Corporation for two years with a two-year extension option.

D. STA Marketing Consultant Services for Fiscal Year (FY) 2008-09, Moore Iacofano Goltsman (MIG) Contract Amendment

Recommendation:

Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for FY 2008-09 for an amount of \$80,000 for services as outlined in the Scope of Services (Attachment A)

E. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document - Mark Thomas/Nolte Joint (MTCO/Nolte) Venture
Recommendation:

Authorize the Executive Director to execute a contract amendment with the MTCO/Nolte Joint Venture to complete the EIR/EIS and perform detailed preliminary engineering for the I-80/I-680/SR12 Interchange for an amount not-to-exceed \$6,000,000.

F. State Route (SR) 12 Jameson Canyon Co-Project Manager Contract Amendment

Recommendation:

Authorize the Executive Director to execute a contract amendment with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon project for an amount not-to-exceed \$240,000 for an additional two year term.

- G. North Connector Phase 1 Project - Award of Construction Contract**
Recommendation:
 Approve Resolution No. 2008-07 for the construction of the North Connector Phase 1 (Abernathy/I-80) Project in the amount \$710,000.
- H. Jepson Parkway Project Contract Amendment**
Recommendation:
 Authorize the Executive Director to amend the contract with PBS&J for \$500,000 for the additional work necessary to support completing the Final EIR/EIS.
- I. North Connector Project – Right of Way Acquisition and Relocation**
Recommendation:
 Authorize the Executive Director to make payments for the right of way acquisition and relocation costs associated with the East End of the North Connector Project for a total amount not to exceed \$7.0 million.
- J. State Legislative Advocacy Services Contract Award**
Recommendation:
 Authorize the Executive Director to execute a contract for State Lobbying Consultant Services between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services between October 1, 2008 through September 30, 2010 for an annual amount not to exceed \$46,500.

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

- A. Caltrans Report:**
 Jim Bourgart, BT&H, presented the Statewide Perspective on High Occupancy Toll (HOT) Lanes and Corridor Management.
- B. MTC Report:**
 Andrew Fremier, BATA, provided an overview of the Proposed Regional HOT Lanes Network.
- C. STA Report :**
1. Southern California Project Tour presented by Janet Adams
 2. Legislative Update presented by Gus Khouri.
 3. SolanoExpress Ridership Report for FY 2007-08 presented by Liz Nidziela
 4. SNCI Program Year-End Report for FY 2007-08 presented by Judy Leaks
 5. State Route (SR) 12 Safety Plan Update presented by Robert Macaulay.

INFORMATIONAL ITEMS

- A. Fiscal Year (FY) 2008-09 and FY 2009-10 Approved Budget Summation**

NO DISCUSSION

- B. Regional Transportation Impact Fee Feasibility Study Update**
- C. Regional Transportation Plan (RTP) T2035 Update**
- D. Comprehensive Transportation Plan (CTP) Update**
- E. State Route (SR) 12 Status Update**
- F. Project Delivery Update**
- G. Solano County Pedestrian Priority Projects - Status**
- H. Solano County Bicycle Priority Projects - Status**
- I. Funding Opportunities**
- J. STA Board Meeting Schedule for 2008**

ADJOURNMENT

The STA Board meeting was adjourned at 7:50 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 8, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: September 15, 2008
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**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs. September 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Friday, 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 th 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 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Odd Month
 PCC: Meets 3rd Fridays of every Odd Month