



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

**1:30 p.m., Wednesday, March 25, 2009  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

Members:

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

**ITEM**

**STAFF PERSON**

**I. CALL TO ORDER**

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 February 25, 2008**  
*Recommendation:*  
*Approve TAC Meeting Minutes of February 25, 2008.*  
**Pg. 1**

Johanna Masiclat

**B. Safe Routes to School Mapping Project – Request for  
Qualifications**  
*Recommendation:*  
*Forward a recommendation to the STA Board to authorize the  
Executive Director issue a Request for Qualifications for the  
STA’s Safe Routes to School Mapping Project and enter into a  
contract for an amount not to exceed \$60,000.*  
**Pg. 7**

Sam Shelton

---

**TAC MEMBERS**

Dan Schiada	Royce Cunningham	Gene Cortright	Kirt Hunt (Interim)	Dan Kasperson (Interim)	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

- C. 2009 Model TAC Work Plan** Robert Guerrero  
Recommendation:  
*Forward a recommendation to the STA Board to approve the 2009 Model Technical Advisory Committee (TAC) Work Program.*  
**Pg. 11**
- D. State Route (SR) 113 Major Investment and Corridor Study** Robert Guerrero  
Recommendation:  
*Forward a recommendation to the STA Board to approve the SR 113 Major Investment and Corridor Study.*  
**Pg. 15**
- E. Unmet Transit Needs Response for Fiscal Year (FY) 2009-10** Liz Niedziela  
Recommendation:  
*Forward a recommendation to the STA Board approve the following:*
1. *The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and*
  2. *Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.*
- Pg. 27**

**VI. ACTION NON-FINANCIAL ITEMS**

- A. Solano Rail Crossing Inventory and Improvement Plan Scope of Work** Robert Macaulay  
Recommendation:  
*Forward a recommendation to the STA Board to authorize the Executive Director to issue a Request for Proposals and enter into a contract to conduct the Study for an amount not to exceed \$75,000.*  
 (1:45 – 1:55 p.m.)  
**Pg. 37**
- B. Legislative Update** Jayne Bauer  
Recommendation:  
*Forward the following recommendation to the STA Board: watch AB 2777 (Ammiano).*  
 (1:55 – 2:00 p.m.)  
**Pg. 39**

**VII. INFORMATIONAL ITEMS**

- A. Update on STA's Overall Work Plan** Daryl Halls  
Informational  
 (2:00 – 2:15 p.m.)  
**Pg.41**

- B. Federal Economic Stimulus Status of Solano Transit Projects** Liz Niedziela  
Informational  
(2:15 – 2:20 p.m.)  
**Pg.43**
- C. New State Budget Impact on Solano Transit** Elizabeth Richards  
Informational  
(2:20 – 2:25 p.m.)  
**Pg.49**
- D. Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey** Janet Adams  
Kenny Wan  
Informational  
(2:25 – 2:30 p.m.)  
**Pg. 53**
- E. Comprehensive Transportation Plan (CTP) Update** Robert Macaulay  
Informational  
(2:30 – 2:35 p.m.)  
**Pg. 55**
- F. 2009 Congestion Management Program (CMP) Update** Robert Macaulay  
Informational  
(2:35 – 2:40 p.m.)  
**Pg. 57**
- G. Transit Consolidation Study Status** Elizabeth Richards  
Informational  
(2:40 – 2:45 p.m.)  
**Pg. 59**
- NO DISCUSSION**
- H. Project Delivery Update** Kenny Wan  
Informational  
**Pg. 63**
- I. Funding Opportunities Summary** Sara Woo  
Informational  
**Pg. 71**
- J. STA Board Meeting Highlights of March 18, 2009** Johanna Masielat  
Informational  
**Pg. 89**
- K. STA Board and Advisory Committee Meeting Schedule for 2009** Johanna Masielat  
Informational  
**Pg. 91**

## **VIII. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, April 29, 2008.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**February 25, 2009**

**I. CALL TO ORDER**

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

**Present:**

**TAC Members Present:** Dan Schiada City of Benicia  
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:** Charles Lamoree STA  
Janet Adams STA  
Elizabeth Richards STA  
Jayne Bauer STA  
Sam Shelton STA  
Kenny Wan STA  
Sara Woo STA  
Johanna Masiclat STA

**Others Present:** *(In Alphabetical Order by Last Name)*  
Birgitta Corsello County of Solano  
Ngozi Ezekwo Caltrans District 4  
Ed Huestis City of Vacaville  
Wayne Lewis City of Fairfield  
Alysa Majer City of Suisun City

**II. APPROVAL OF THE AGENDA**

On a motion by Dan Schiada, and a second by Gary Leach, the STA TAC unanimously approved the agenda with the exception to add Agenda Item VI.B, Amendment to Programming of the State Transportation Improvement Program (STIP).

### III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Elizabeth Richards noted the changes/corrections made to the report, under Agenda Item VIII.F, Local Transportation Development Act (TDA) and Members Contribution for Fiscal Year (FY) 2009-10.

Sara Woo announced that the STA is checking to ensure that the locations are accurate and updated on MTC's Bicycle and Pedestrian Count Locations (Agenda Item VIII.I). She added that the STA staff is not looking for any additional locations nor collecting counts from member agencies. She stated that STA staff will email the TAC for opportunity to comment by March 2, 2009.

### V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Gene Cortright, the STA TAC approved Consent Calendar Items A & B.

**A. Minutes of the TAC Meeting of January 28, 2008**

Recommendation:

Approve TAC Meeting Minutes of January 28, 2008.

**B. SolanoExpress Intercity Transit Consortium 2009 Draft Work Plan**

Recommendation:

Forward a recommend the STA Board to approve the SolanoExpress Intercity Transit Consortium 2009 Work Plan as shown in Attachment B.

### VI. ACTION FINANCIAL ITEMS

**A. Solano County Clean Air Grant Priorities**

Robert Macaulay reviewed the staff recommended prioritization of the three programs for the BAAQMD, TFCA, and YSAQMD Funds for the next two years, FY 2009-10 and FY 2010-2011. He listed the programs as 1.) SNCI's Rideshare Incentives Program; 2.) STA's Safe Routes to School Program; and 3.) The Solano County Climate Protection Plan.

Recommendation:

Forward a recommendation to the STA Board to support the following priorities for Clean Air Funds in FY 2009-10 and FY 2010-11

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

**B. ADDENDUM - Amendment to Programming of the State Transportation Improvement Program**

Janet Adams outlined the changes that will move the programmed STIP funds from the North Connector to the I-80/I-680/SR 12 Interchange and fully fund the regional share of the North Connector Project with RM 2 funds. She added that the construction allocation for the RM 2 funds has already been made to MTC. She also noted the Vallejo Station Project is sponsored by the City of Vallejo and this proposed reprogramming of STIP funds will bring in line the programming year of the STIP with the timing of the project ready to begin construction.

**Recommendation:**

Forward a recommendation to the STA Board to approve the STIP programming change as follows:

1. Reprogram \$11.412 million in STIP funds (FY 2009-10) currently programmed for North Connector Project to the Vallejo Station Project (FY 2009-10);
2. Reprogram \$11.412 million in STIP funds currently programmed to the Vallejo Station Project (FY 2011-12) to the I-80/I-680/SR 12 Interchange (FY 2011-12); and
3. Retain \$1.716 million STIP funds (program year FY 2011-12) that are currently programmed for the Vallejo Station project.

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

**VII. ACTION NON-FINANCIAL ITEMS**

**A. STA's Joint Powers Amendment**

Charles Lamoree engaged in a discussion with the TAC on the proposed amendments to the STA's Joint Powers Agreement. Chuck Lamoree noted his recommendation to revise the JPA into a single document addressing the purposes and powers of STA. He requested that the TAC review the drafted language on five sub-sections that reflect STA's functions, purposes, and powers.

After further discussion, the STA TAC voted to table this item to allow for further review.

On a motion by Gene Cortright, and a second by Paul Wiese, the STA TAC voted to table this item.

**B. Final Project Technical Report for the Jepson Parkway Project**

Janet Adams stated that the Final Project Technical Report for the Jepson Parkway Project would be used by the STA Board as a basis for the Project approval once the environmental document is certified.

**Recommendation:**

For-ward a recommendation to the STA Board to approve the Jepson Parkway Project based on the Project Technical Report.

On a motion by Paul Wiese, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation allowing Paul Wiese to follow-up with the STA on minor adjustments on the cross sections and layout found in the technical report.

**C. Preliminary Engineering Priorities for Caltrans Oversight**

Janet Adams reviewed Caltrans District 4 and MTC's joint letter requesting that the STA submit a comprehensive, prioritized list of PSRs to be worked on during FY 2009-10 from Solano County. She stated the STA was requested to provide a comprehensive prioritized list of PSRs for Solano County.

After discussion, the STA TAC supported the Caltrans Project Study Report Oversight Priority List (with prioritization of work during FY 2009-10) to include adjustments made by the City of Vacaville. They are as follows

1. Add the I-505/Vaca Valley Ramp and Intersection Improvements Project
2. Request the I-80 Lagoon Valley Blvd. Interchange ramp improvements priority be placed behind the I-505 Project.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano County FY 2009-10 preliminary engineering prioritized workplan for Project Study Reports to submit to Caltrans as specified in Attachment B as amended by the TAC.

On a motion by Gary Leach, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation to include the requested changes made by the City of Vacaville as noted above.

**D. STA Safe Routes to School Program's 3-Year Work Plan**

Sam Shelton reviewed the available grant sources and recommended work plan for the STA's Safe Routes to School (SR2S) Program for FY 2008-09, FY 2009-10, and FY 2010-11. For Fiscal Year 2008-09, the only available funding for the SR2S Program comes from the BAAQMD in the form of TFCA grants, restricting the STA's funded activities to only the Cities of Benicia, Fairfield, Suisun City, and Vallejo.

Recommendation:

Forward a recommendation to the STA Board to approve STA's Safe Routes to School Work Plan for FY 2008-09, FY 2009-10, and FY 2010-11, as described in Attachment A.

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

**E. Legislative Update**

Jayne Bauer provided an update to the budget package signed by the Governor. She also indicated that the STA Board members and key community group and business leaders will travel to Sacramento on March 18<sup>th</sup> to urge support for Solano's transportation priorities. In addition, she requested support on a bill introduced by Assembly Member Huffman, Assembly Constitutional Amendment (ACA) 9, which proposes to change the 2/3 voter-approval requirement for special taxes to authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax.

Recommendation:

Forward a recommendation to the STA Board to support ACA 9 (Huffman).

On a motion by Gary Leach, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation

**VIII. INFORMATIONAL ITEMS**

**DISCUSSION**

**A. Federal Economic Stimulus Submittal for Transportation in Solano County**

Janet Adams provided an update on several elements of the regional programming proposal for the American Recovery and Reinvestment Act (ARRA). She reviewed the final revised lists sent to MTC on the STA Board's adopted priority project lists for Local Streets & Roads and Transit.

**B. Solano Napa Travel Demand Model Update**

Robert Macaulay provided a technical update of the Solano Napa Travel Demand Model which included adjustments related to recent land use data and changes to the roadway network. He added that at the next Modeling TAC meeting, tentatively scheduled for February 26, 2009, the group will review progress on the land use file review and discuss the draft Model TAC agreement being developed by the STA.

**NO DISCUSSION**

**C. 2009 Congestion Management Program (CMP) Update Schedule**

**D. Comprehensive Transportation Plan (CTP) Update**

**E. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2009-10 Fund Estimates**

**F. Local Transportation Development Act (TDA) and Members Contribution for Fiscal Year (FY) 2009-10**

**G. Project Delivery Update**

- H. Metropolitan Transportation Commission (MTC) Bicyclist and Pedestrian Data Collection – Count Locations Update**
- I. Funding Opportunities Summary**
- J. STA Board Meeting Highlights of February 11, 2009**
- K. STA Board and Advisory Committee Meeting Schedule for 2009**

#### **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, March 25, 2009.**



DATE: March 18, 2009  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: Safe Routes to School Mapping Project – Request for Qualifications

**Background:**

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

As part of the STA's SR2S Plan (February 2008), one of the recommended tasks was to "Work with students and parents to develop a map with the safest walking/bicycling routes to school" with an estimated cost ranging from \$60,000 to \$100,00 to cover all the schools in Solano County. On March 18, 2009, the STA Board adopted the STA's SR2S 3-Year Work Plan, which includes the STA's SR2S Mapping Project.

**Discussion:**

On March 10, 2009, the STA's Safe Routes to School Advisory Committee reviewed and recommended the attached scope of work for use in a Request for Qualifications (RFQ) (Attachment A). The selected consultant will use the ArcGIS Network Analyst to measure and map incremental distances from student homes to schools (e.g., 5 minute walking distances, 10 minute walking distances, 15 minute walking distances, etc.). These maps will be used to assist students and parents to walk and bicycle to school and to assist in the creation of Walking School Buses and Bicycle Trains (where groups of students are supervised by volunteers to walk and bike to school together). Additionally, the consultant will train STA staff in the use of ArcGIS Network Analyst in the production of these maps. The scope of work covers the production of 10 maps with an optional task to produce 15 more maps before the Fiscal Year (FY) 2009-10 school year.

The SR2S Advisory Committee recommended approval of the staff recommended scope of work with the amendment to add an additional task to define criteria for selecting "Suggested Routes to School" with the SR2S Advisory Committee prior to creating any maps.

**Fiscal Impact:**

Of the \$116,000 Bay Area Air Quality Management District's (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funding awarded to the STA's Safe Routes to School Program, \$60,000 is tentatively budgeted towards this task between FY 2008-09 and FY 2009-10.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to release a Request for Qualifications for the STA's Safe Routes to School Mapping Project and enter into a contract for an amount not to exceed \$60,000.

**Attachments:**

- A. STA SR2S Mapping Project Scope of Work, 03-17-09

**Solano Transportation Authority**  
**Safe Routes to School Mapping Project Scope of Work, 03-17-09**

Safe Routes to School Mapping Project

The Solano Transportation Authority (STA) is issuing a Request for Qualifications (RFQ) for the STA's Safe Routes to School Mapping Project. The selected consultant will use the ArcGIS Network Analyst to measure and map incremental distances from student homes to schools (e.g., 5 minute walking distances, 10 minute walking distances, 15 minute walking distances, etc.). These maps will be used to assist students and parents to walk and bicycle to school and to assist in the creation of Walking School Buses and Bicycle Trains (where groups of students are supervised by volunteers to walk and bike to school together). Additionally, the consultant will train STA Staff in the use of ArcGIS Network Analyst in the production of these maps.

1. Final Budget & Scope of Work
  - a. Revise budget and scope of work with STA Staff
2. Discuss and Recommend Criteria for selecting "Safe Routes" to school.
  - a. Discuss "Suggested Routes to School" Criteria with the STA's Safe Routes to School Advisory Committee for selecting routes to highlight as suggested walking and bicycling routes on project maps.
  - b. DELIVERABLE: "Recommend criteria for selecting suggested school routes."
3. Information Gathering
  - a. Hold meetings at school sites to discover the pedestrian and bicycle networks safe for student access.
  - b. Obtain GIS Data from Solano County GIS Department (aerial photos, street and school layers, etc.). STA Staff has obtained the proper rights and permission to use and share this data with consultants.
4. Network Mapping
  - a. Compile pedestrian and bicycle network information with ArcGIS Network Analyst software (ArcGIS workstation onsite can be provided by the STA for this project).
  - b. Train STA Staff to compile pedestrian and bicycle network information with ArcGIS Network Analyst software.
5. Draft SR2S Maps
  - a. Work with STA Staff to incorporate GIS data with Layout Publishing programs for final map production.
    - i. Importing GIS Maps and Data Layers into CorelDRAW X4 Layout Program for final map publishing (knowledge of layout programs is not required, but preferred to assist in this task).
  - b. DELIVERABLE: "Produce 10 draft SR2S Maps"
6. STA Committee meetings
  - a. Attend three STA Safe Routes to School Advisory Committee meetings for review and adoption of draft and final maps.
  - b. DELIVERABLE: "Produce 10 final SR2S Maps"

OPTIONAL: Produce additional 15 Final school maps in preparation for the 2009/10 school year.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 16, 2009  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: 2009 Model TAC Work Plan

**Background:**

On September 12, 2001, the Solano Transportation Authority (STA) Board authorized the development of the first Solano Napa Multi-Modal Regional Transportation Model. Solano County modelers and modeling associates from the surrounding counties and regions were invited to participate in the development of the new Solano Model. This core group of modelers informally became the Technical Advisory Committee for the new model. The STA and the modeling consultant (DKS Associates) relied upon the Model Technical Advisory Committee (TAC) to assist in providing data and peer review for quality control.

**Discussion:**

STA staff is currently in the process of formalizing the Model TAC membership and responsibilities. A draft Memorandum of Understanding (MOU) for formal participation on the STA Model TAC was circulated to current Model TAC participants, including both Planning and Public Works staffs. The MOU includes the creation of a Land Use Subcommittee to assist in providing regular updates on general plan amendments and current development projects. The goal is to use the Model TAC for policy direction and administration of STA's model. The Model TAC is expected to meet once per quarter for the remainder of the year. Once functional comments have been received, STA will also seek comments from each jurisdiction's legal counsel, and will then circulate a final draft of the MOU.

The STA Model TAC met on March 9, 2009 and recommended the following tasks to be included in the 2009 Model TAC Work Plan:

- |   |                            |
|---|----------------------------|
| 1. Formalizing Model TAC  | <b>May 2009</b>            |
| 2. Completion of Model Technical Update   | <b>February-March 2009</b> |
| 3. Regional Transportation Impact Fee (RTIF)<br>Nexus Study Traffic Analysis Input and Review | <b>April-August 2009</b>   |
| 4. Traffic Counts Update  | <b>TBD</b>                 |
| 5. Quarterly Land Use/Development Updates   | <b>Continuous</b>          |
| 6. Tracking STA Model Requests<br>(reviewing results of Model usage for each project)         | <b>Continuous</b>          |

One item supported and discussed at length at the March 9<sup>th</sup> Model TAC meeting was updating traffic count data for Solano County. Details for how and when the traffic counts will be conducted will be discussed at the next Model TAC meeting. Another item discussed at length was establishing a formal process for reviewing land use development projects and providing the information to the STA. The issue for STA staff is the lack of project report notification from a majority of the cities. As part of the Congestion Management Program

(CMP), the STA uses the model to monitor traffic impacts to the CMP network from new development projects. This item will also be discussed in more detail at future meetings with the Land Use Subcommittee of the Model TAC.

The next decennial Federal census is in April 2010. As census maps and data are developed, the Model TAC and Land Use Subcommittee may be involved in reviewing data and boundary lines to enhance the model's utility. Once the census results are released, the Model TAC will help prepare a scope of work for an upgrade and update of the model.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the 2009 Model Technical Advisory Committee (TAC) Work Program.

**Attachment:**

- A. 2009 Model TAC Work Program

Solano Transportation Authority  
Model Technical Advisory Committee (Model TAC) 2009 Work Plan

- | <u>Task</u>   | <u>Date</u>                |
|---|----------------------------|
| 1. <b><u>Formalizing Model TAC</u></b><br>Complete MOU with all seven cities, the County of Solano and Napa County Transportation Planning Agency. The MOU will specify committee member and STA roles and responsibilities. Create a Land Use Subcommittee of the Model TAC and appoint new members based on the MOU.  | <b>May 2009</b>            |
| 2. <b><u>Completion of Model Technical Update</u></b><br>Provide input on land use changes within each jurisdiction for the Model Technical Update.   | <b>February-March 2009</b> |
| 3. <b><u>Regional Transportation Impact Fee (RTIF) Nexus Study Traffic Analysis Input and Review</u></b><br>Provide technical support for modeling data resulting from the RTIF Nexus Study Traffic Analysis.   | <b>April-August 2009</b>   |
| 4. <b><u>Traffic Counts Update</u></b><br>Develop purpose and needs statement for updating traffic counts. Identify funding to perform traffic counts and potential count locations.  | <b>TBD</b>                 |
| 5. <b><u>Quarterly Land Use/Development Updates</u></b><br>Review with Model TAC the Congestion Management Program (CMP) Requirements for impacts on the CMP network related to development projects. Determine how often development updates are submitted to STA and include all submitted information in the Model Land Use database. Work with Land Use Subcommittee to prepare for 2010 Census update.   | <b>Continuous</b>          |
| 6. <b><u>Tracking STA Model Requests</u></b><br>Update the Model User Agreement Form for future STA Model data requests. The Model User Agreement will be updated to ensure that other agencies using the model data maintain the integrity of the STA's model with product review and input by the STA Model TAC. Create a Model User tracking database that provides current status information for which agency is using the model and for what purpose. | <b>Continuous</b>          |

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 16, 2009  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: State Route (SR) 113 Major Investment and Corridor Study

**Background:**

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

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

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

The study recommends short, medium and long range safety improvements along the SR 113 Corridor and describes four (4) potential alternatives for realigning SR 113 to I-80 away from the Dixon downtown area. STA staff presented these alternatives at several public input meetings in August and September 2008, including Davis and Dixon City Councils, Solano County Board of Supervisors, and the Yolo County Transportation District.

A copy of the final draft SR 113 Major Investment and Corridor Study was presented at the January 28, 2009 meeting.

**Discussion:**

On February 11, 2009, the STA Board authorized the STA Executive Director to distribute the final draft SR 113 Major Investment and Corridor Study for public comment. The Study was subsequently sent to the Cities of Vacaville, Rio Vista, Dixon, Davis, and the County of Solano for their posting and availability for public comment. The Study was also added to the STA website to view and download. As a result, STA staff received three comments since the February 11<sup>th</sup> Board action (see Attachment A).

STA staff is presenting the comments received to the SR 113 Steering Committee on Monday March 23<sup>rd</sup>. Two comments were in regards to environmental concerns along the corridor and the “S-curve”. These environmental concerns will be addressed at a project level when funding is available to pursue SR 113 corridor improvements. They do not preclude the need for addressing the safety and operational improvements identified in the Study. The third comment is in regards to an additional alternative alignment option for SR 113. A similar option was discussed during the initial the early phase of the Study’s development. It was determined that the options currently being presented were more feasible. The final SR 113 Major Investment and Corridor Study will include a brief section that provides more details regarding other alternatives considered and why they were determined to be infeasible.

With the comments noted and/or addressed, STA staff is not recommending any substantial changes be made to the draft final SR 113 Major Investment Study. The draft final study is available as reference on the STA’s website or upon request.

STA staff is recommending the SR 113 Steering Committee approve the Study with the comments that are noted. In anticipation of the SR 113 Steering Committee’s approval, STA staff is recommending the STA TAC forward a recommendation to the STA Board to approve the Study at their April 8, 2009 Board meeting. STA staff will provide a supplemental report to the STA TAC pending the outcome of the Steering Committee discussion.

**Fiscal Impact:**

Funding for the SR 113 Major Investment and Corridor Study is provided by a Partnership Planning Grant from Caltrans for \$250,000. A local match of \$62,500 was provided by the City of Dixon, Solano County and the STA. The STA’s portion of the local match was provided by in-kind staff time to manage the study’s development.

**Recommendation:**

Forward a recommendation to the STA Board to approve the SR 113 Major Investment and Corridor Study.

Attachment:

- A. Comments Received on the SR 113 Major Investment and Corridor Study

Comment Submitted by Mr. Ben Wallace via E-mail

Dear Mr. Guerrero,

Solano Land Trust owns Jepson Prairie, which contains more than a mile of frontage on Highway 113. However, we do not recall receiving a formal notice of request for public comments on the State Route 113 Major Investment & Corridor Study. (We just heard about the comment deadline second hand via a contact associated the University of California.) Consequently, we have not had time to adequately review the document, nor obtain approval from our Board of Directors for any comments that we might submit.

I am writing to make sure you are aware of the sensitivity of the subject area. Highway 113 crosses the Greater Jepson Prairie Ecosystem (GJPE) as well as freshwater tidal sloughs associated with the Sacramento-San Joaquin delta. Both contain many sensitive biological resources. I have attached a list of special status species to this email for your information (See GJPE Regional Management Plan, Table 1-4, attached). The vernal pool habitat is extremely sensitive to changes in hydrology, sedimentation, invasive species and other disturbances that could result from highway construction activities and possible future developments that may occur in its wake. This area also provides an important linkage between vernal pool-native grassland prairie and freshwater tidal slough habitat that will become increasingly important as climate change results in higher sea levels.

Solano Land Trust is currently working with the CA Department of Fish and Game to design a freshwater tidal marsh enhancement project on the Calhoun Cut Ecological Reserve (which is also adjacent to Highway 113) for the purpose of improving habitat for the sensitive plants, fish and wildlife referenced above. Significant prehistoric cultural resource sites have been found in the area, in some cases in close proximity to the road.

A number of private landowners have opened vernal pool mitigation banks in the area that could be affected by the proposed project. For example, it appears that the proposed project may cross through the center of the Elsie Gridley Multi-species Conservation Bank. Have they and other private landowners been informed about this project?

As an adjacent landowner we request that you consult with us if this project is to move forward.

I appreciate your attention to this matter.

Respectfully,  
Benjamin Wallace

---

Benjamin Wallace  
Conservation Project Manager  
Solano Land Trust  
1001 Texas Street, Suite C  
Fairfield, CA 94533-5723

Phone: 707-432-0150 x 203  
Fax: 707-432-0151  
[ben@solanolandtrust.org](mailto:ben@solanolandtrust.org)

March 12, 2009

Solano Transportation Authority  
Attention: Robert Guerrero  
One Harbor Center, Suite 130  
Suisun City, CA 94585 F

*Via E-mail: rguerrero@sta-snci.com*

Subject: Comments on the Draft Final State Route 113 Major Investment Study

Dear Mr. Guerrero:

LSA Associates, Inc. (LSA) is a consultant to Wetland Resources LLC, the owner and operator of the Elsie Gridley Mitigation Bank. The approximately 1800-acre mitigation bank was established in March 2006 for the purpose of providing offsite mitigation opportunities for vernal pool grassland and riparian habitats as well as a number of associated rare, threatened, and endangered species. The bank operates under a banking agreement between Wetland Resources, the U.S. Army Corps of Engineers, U.S. EPA, U.S. Fish and Wildlife Service, and California Department of Fish and Game. As part of the banking agreement, the California Department of Fish and Game is the recipient of a conservation easement over most of the property. The bank borders State Route 113 on one or both sides of the highway from Brown Road on the north to Barker Slough on the south. This segment includes the "S" curves in the highway at Hastings Island Road and Cook Lane. Attached is a figure showing the bank location and the area covered by the conservation easement.

Our comments on the Major Investment Study primarily focus on the proposed short term project ID P1, the realignment of the "S" curves. The various project alternative maps depict the highway being re-routed to north through a major portion of the Gridley Mitigation Bank. During the bank approval process with the State and Federal agencies, Wetland Resources contacted Caltrans and obtained engineering design plans for the realignment of the "S" curves. These engineering plans retained the highway in its current location, with allowances for curves to be rounded for increased safety. These engineering plans were used to exclude the required land for the curve realignments owned by Wetland Resources from the bank area conservation easement. We assume the design plans at that time meet the criteria specified in the MIS.

Relocation or construction of the new road segment as shown in the MIS would: 1) violate the terms of the conservation easement for the property; 2) result in substantial impact/loss of wetlands/vernal pool habitat; 3) result in take of several state and/or federally-listed threatened and endangered species occurring on the bank lands; 3) affect federally designated critical habitat for two species (California tiger salamander and Delta green ground beetle); 4) fragment/isolate a substantial portion of the bank from the remaining protected habitat, and 5) substantially increase land acquisition costs. Given that land has already been set aside from long term conservation purposes for the curve realignments and such an alternative would appear to be practicable, relocation of the highway to the north would

likely be precluded under various state and federal regulations (state and federal endangered species acts, Section 404 of the Clean Water Act, etc.). We also believe that the bank lands would likely fall under the provisions of Section 4(f) of the Department of Transportation Act of 1966 as a designated wildlife preserve.

We recommend that the MIS be revised to drop the new road segment and confine the "S" curves realignment to the areas previously excluded from the Gridley Mitigation Bank conservation easement. We are willing to coordinate with you on this revision.

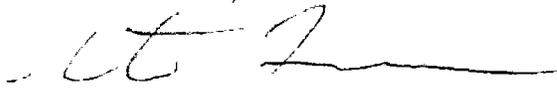
We also offer general comments on Sections 5.2.6 Environmental and Greenbelt Considerations, 6.2.17 Biological Resources, and 6.2.5 Section 4(f) Resources. We believe the MIS greatly underestimates the impacts biological resources and ultimate costs resulting from the proposed actions, particularly the long term widening of the entire roadway to four lanes. The lands bordering State Route 113 from north of Brown Road south to State Route 12 contain substantial high conservation value lands for the threatened and endangered species listed in Section 6.2.17 as well as numerous other species of special concern. The proposed ultimate widening to four lanes would cost substantially more than depicted just to address necessary habitat and species mitigation costs. We recommend that the MIS be revised to more provide a more accurate assessment of the true costs and viability for this project component.

Section 6.2.5 also concludes that there are no Section 4(f) resources in the study area. Calhoun Cut Wildlife Management Area is owned by the California Department of Fish and Game. The approximate boundaries of Calhoun Cut are depicted on various project alternatives maps as the green, trapezoidal open space/green belt area on the east side of the highway approximately 3 miles north of State Route 12. The green belt area shown in these same figures on the west side of State Route 113 is the Jepson Prairie Preserve. The Jepson Prairie Preserve is a University of California Natural Reserve which is owned and operated by the Solano Land Trust. It should also be noted that the Burke Ranch Mitigation Bank borders the west side of 113 just south of the Hay Road Landfill. Similar to the Gridley Mitigation Bank, the Burke Ranch Mitigation Bank is protected by under conservation easement and agreement with U.S. Fish and Wildlife Service. This most of the highway from Brown Road south to approximately Creed Road is bordered by designated and protected nature preserves management areas. These areas need to be evaluated with respect to Section 4(f) requirements.

We hope these comments provide useful information for completing the State Route 113 MIS. We also reiterate our commitment to work with STA and Caltrans to complete the safety improvements to "S" within the confines of areas previously set aside under our Banking Agreement and Conservation Easement for this purpose. Please feel free to contact me at 510/236-6810 or Michael Gridley with Wetland Resources at 415/505-8053.

Sincerely,

LSA ASSOCIATES, INC.



Steve Foreman  
Principal/Wildlife Biologist



FIGURE 1

*Elsie Gridley Preserve*

Easements and  
Conservation Easement  
Exclusion Areas

LSA



DEPRESSIONAL WETLANDS

- VERNAL POOL
- ALKALI PLAYA POOL
- ALKALI MESIC GRASSLAND
- RIVERINE WETLANDS
- VERNAL MARSH
- PERENNIAL MARSH

OTHER WATERS

CHANNELIZED CREEK

AGRICULTURAL CANAL

EASEMENTS

CONSERVATION EASEMENT  
EXCLUSION AREAS

PRESERVE BOUNDARY

**THIS PAGE INTENTIONALLY LEFT BLANK**

**CITY COUNCIL**

Ruth Uy Asmundson, *Mayor* – Don Saylor, *Mayor Pro Tem*  
*Councilmembers:* Lamar Heystek, Stephen Souza, Sue Greenwald

23 Russell Boulevard – Davis, California 95616  
Phone: 530/757-5602 – FAX: 530/757-5603 – TDD: 530/757-5666  
1300 AM [www.cityofdavis.org](http://www.cityofdavis.org)



March 12, 2009

Mr. Robert Macaulay  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**Subject: City of Davis Comments on State Route 113 Major Investment Study**

Dear Mr. Macaulay:

The City of Davis has been following with interest the process for developing the Major Investment Study for State Route 113 in Dixon. We appreciate your willingness to keep us informed, including your presentation to the Davis City Council on September 9, 2008.

We recognize that a main purpose of the Corridor Study, and future highway improvements, is to improve the safety of the southern part of the corridor, particularly the turns at Hastings Road and the railroad tracks. The City of Davis does not have any concerns about this component of the proposal, and encourages the STA to continue to pursue these improvements.

We value the positive relationships and joint efforts of the Cities of Davis and Dixon in protecting farmland. Our ongoing work to secure conservation easements at the Kidwell interchange is a model to be celebrated. We would like to see the goals of this Major Investment Study more closely aligned with these efforts.

We do have concerns about the possible impacts of the realignment of the northern portion of the corridor, between Midway Road and Interstate 80. The Pros and Cons analysis on Page 33 of the report may understate some of the negatives associated with Alternative Alignment 2, 4, and 5 (Robben and Pedrick). These include impacts to agriculture, habitat, and transportation facilities beyond the boundaries of Solano County.

The initial analysis of environmental constraints appears to also underestimate the potential impacts of "Option 2" and its I-80 connections from Robben or Pedrick Roads.

CITY OF DAVIS

23

We recognize that a full EIR would be required for any of these realignments. At this early stage, we offer the following comments:

**Land Use**

Providing improved access to the agricultural areas east of Dixon may encourage conversion to urban uses, and induce additional growth within the Dixon/Davis greenbelt area.

**Farmland**

The analysis concludes that impacts on farmland would be moderate, in the range of 75 to 160 acres. This does not include possible impacts that would result from reduced access to or fragmentation of existing parcels. It is possible that the areas we have so recently placed under conservation easement would be rendered unsuitable for farming because of roadway changes.

**Traffic and Transportation / Noise**

The analysis concludes that all alternatives would have a positive impact on traffic in Dixon, and the alternatives would not have impacts to sensitive noise receptors there. It is not clear how the alternatives would affect traffic and noise beyond the Solano County line, such as CR 98 (Pedrick Road), or State Route 113 north of Interstate 80. The City of Davis is very concerned about any alternative that could increase traffic through, or adjacent to our City. We would also strongly object to an alternative that could be part of a larger regional plan to provide an I-5 bypass around Sacramento and through the City of Davis.

**Biological Resources**

Alternative Alignment 2 and its direct connection to the eastern I-80/113 interchange would require extensive construction at Putah Creek, with likely impacts to sensitive species.

We understand that selecting a Preferred Option is not part of this Major Investment Study. We also understand that the implementation plan does not anticipate any changes to the northern portion of the corridor for ten years. We wish you success in the efforts to improve safety in the southern portions of the corridor, and look forward to continued discussions with you and the City of Dixon as alternatives are refined.

Sincerely,

  
Ruth Uy Asmundson, Ph.D.  
Mayor

c: Mayor, City of Dixon  
Chairperson, Solano County Board of Supervisors

December 13, 2007

To the Honorable State Rt 113 MIS Corridor Study Steering Committee  
Attn: Mayor Mary Ann Courville Chair,  
Attn: Supervisor Michael Reagan Dist 5 Solano County

Please forward my comments and concerns to the steering committee for review or consideration. Please add my name to the agenda distribution list for this project.

Using Attachment D Alternatives Recommended for Study:

I think the obvious alternative is missing from the study. A possible solution was touched lightly in Figure 6 alignment alternatives but never captured. As a resident farmer using midway road for my daily travels I have noticed that over the last few years the number of accidents has increased dramatically. It is my impression that the increased traffic is coming from the south Dixon as a bypass to get to I-80. Alternative 1 and 3 are options to re-align the already problematic Midway road. Alternative 1 and 2 will direct the traffic use to Midway and increase the traffic patterns on this road. This increase traffic will be added to the already increasing use generated by the City of Dixon. This increase traffic has added to the number of accidents in recent years and this is of concern since I use this road daily.

As with Alternative 1 and 2, my suggestion provides for these same concerns as brought forward by the steering committee:

- Address Sharp turns at Hasting Road (NEW)
- Addresses SR113/SR12 intersection (same as alternative 1)
- Downtown Dixon bypass (same as alternative 1)
- Utilizes Kidwell interchange (same as alternative 1)
- Use of existing roads (Robben from Hastings {Brown})
- Utilizes the existing Lane on I-80 between Kidwell Road and Davis SR113/I-80 (same as alternative 1)
- Requires Robben road extension from Tremont RD to I80 (Kidwell Road interchange) (same as alternative 1)
- Changes the curves at SR113 and Hastings.
- Eliminates the Curves at Midway/SR113 provided in Alternative 1 and 2

This plan redirects the Preliminary opinion of cost (I.E. 181M as in alternative 1).

The suggestion is to continue to proceed north at SR113/Hastings interchange to the old RR right of way and place a high speed curve to the right (proceeding from the south) and then another high speed curve to the left aligning with the Robben road right away and proceed north to the existing plan of extending the Tremont/Kidwell intersection again as in alternative 1. This plan also considers the General Plan Update LU alternatives presented. This concept does not increase the traffic and hazard potential on Midway. It accomplishes the same mitigation and satisfies the concerns of the citizens and residents of Dixon have. It also reduces the traffic hazards that are currently proposed by redirecting the traffic away from Midway road.

Concerned Citizen  
Jon Fadhl  
8320 King Road  
Dixon CA 95620

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 12, 2009  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Response 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. Currently, two out of eight jurisdictions plan to use TDA funds for streets and roads (Rio Vista and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

**Discussion:**

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). STA staff has collected all the responses from Solano County's transit operators. STA has submitted a preliminary draft response to MTC for review and comments (Attachment B). MTC staff may request additional information or clarification before making any recommendation to their Commission. The STA staff will work with the affected transit operators to address the request for additional information if needed.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from Rio Vista and the County of Solano. For FY 2009-10, all TDA claims for local streets and roads are held by MTC until this process is completed.

The following is the schedule to timely submit the response to MTC.

- **February 25, 2009** – Assign the questions to the Transit Operators.
- **March 11, 2009** – Deadline for Transit Operators to provide responses to STA allowing time to preparation of the staff report and production of the agenda for the Consortium and TAC to review and approval.
- **March 20, 2009** – Present issues to the Paratransit Coordinating Council (PCC) for their review.
- **March 25, 2009** – Consortium and TAC review and approve responses.
- **April 15, 2009** – STA Board review and approval.
- **April 17, 2009** – Submit responses to MTC
- **May 14, 2009** - Responses are submitted for approval to MTC's Program Allocation Committee.

If the above timeline is not followed, it may cause time delays. If the March 20, 2009 PCC meeting is missed, the next PCC meeting will not be held until May 19, 2009. Additionally, MTC staff who handles the TDA claims may have time constraints handling the Unmet Needs Response along with all the regional TDA claims which peak in June. The streets and roads portion of the TDA claims will be delayed until the Unmet Needs process is complete. The County of Solano and the City of Rio Vista's claiming of TDA funds could be delayed.

**Fiscal Impact:**

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the two local jurisdictions that plan to do so in FY 2009-10. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

**Recommendation:**

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

1. The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC Feb. 10, 2009 letter re: FY 2009-10 Unmet Transit Needs
- B. FY 2009-10 Unmet Transit Needs Issues and Responses  
(To be provided under separate cover.)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**ATTACHMENT A**  
Joseph P. Burt Metro Center  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
E-MAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

February 10, 2009

RECEIVED

FEB 12 2009

SOLANO TRANSPORTATION  
AUTHORITY

*Bill Dodd, Chair*  
Napa County and Cities

*Scott Haggerty, Vice Chair*  
Alameda County

*Tom Azumbardo*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*Dean J. Chu*  
Cities of Santa Clara County

*Dave Cortese*  
Association of Bay Area Governments

*Chris Daly*  
City and County of San Francisco

*Dorene M. Gincopini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinzey*  
Marin County and Cities

*Sue Lempert*  
Cities of San Mateo County

*Jake Mackenzie*  
Sonoma County and Cities

*Jon Rubin*  
San Francisco Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Amy Worth*  
Cities of Contra Costa County

*Ken Yenger*  
Santa Clara County

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Operations

*Andrew B. Frenier*  
Deputy Executive Director,  
Bay Area Toll Authority

*Therese W. McMillan*  
Deputy Executive Director, Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 15, 2008, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2009-10 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

**Preliminary Issues**

1. Fairfield service comments – Requests for more stops and shelters Peabody Road/Huntington Drive for Fairfield Rt. 2. Add shelter with seats on Air Base Parkway. Requests for better connections to Vacaville, Vallejo, Benicia and Rio Vista.
2. Vallejo service comments – Requests for return of hourly headways to Route 3 and increased frequency for Route 78. Develop more stops on Columbus Parkway for Route 22 and a more direct route to Benicia. Later service on Vallejo Route 5 from the Vallejo Center of Solano College.

3. Route 90 service comments – Request for later service on Route 90, more Route 90 service stopping in Suisun, better driver training, passenger training and customer support on Route 90.
4. Benicia service comments – More service from Benicia to Fairfield in the commute hours and better coordination with Route 90 and service to Davis and Sacramento.
5. Paratransit service comments - Reduce paratransit pickup window to 10 minutes from 15 minutes. Increase pickup ‘wait’ from 5 minutes to 7 minutes. Increase ability to schedule trips – longer than one week in advance. Earlier ADA service in Fairfield and the removal of ‘standby’ status for trips.

The list above summarizes all *relevant* comments made through this year’s unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year’s unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other “minor” issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems’ patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by STA staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the preliminary issues, listed above, at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. STA staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place through the fiscal year 2009-10; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or

4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2009-10 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman  
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Scott Haggarty, MTC Commissioner  
Gene Cortright, City of Fairfield  
Gary Leach, City of Vallejo  
Dale Pfeiffer, City of Vacaville  
Robert Sousa, City of Benicia  
Jeff Matheson, City of Dixon  
Brent Salmi, City of Rio Vista  
Fernando Bravo, City of Suisun City  
Birgitta Corsello, County of Solano  
George Bartolome, Chair, Solano County PCC (c/o Elizabeth Richards, STA)



DATE: March 18, 2009  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Rail Crossing Inventory and Improvement Plan Scope of Work

This report is to be provided under separate cover.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 12, 2009  
TO: STA TAC  
FROM: Jayne Bauer, Marketing & Legislative Program Manager  
RE: Legislative Update

This report is to be provided under separate cover.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 17, 2009  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Update of STA Overall Work Plan for Fiscal Year (FY) 2008-09  
and FY 2009-10 in Preparation for OWP for FY 2009-10 & 2010-11

**Background:**

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 included a list of 40 priority projects, plans and programs.

**Discussion:**

Attached (Attachment A) is an update of the current STA Overall Work Plan for FY 2008-09 and FY 2009-10. This OWP contains a total of 40 projects, plans and programs/services that STA staff has been working on the past year in partnership with individual member agencies, Caltrans, the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management Agency (BAAQMD), Yolo Solano Air Quality Management District (YSAQMD) and other partner agencies. In March and April 2009, staff will provide the STA Technical Advisory Committee (TAC) and Board with a status and progress report of the current OWP in preparation for providing a draft OWP for the forthcoming two fiscal years. In April and May, the TAC and Board will then be presented with an updated OWP for the forthcoming two fiscal years.

Once updated, the STA OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

**Recommendation:**

Informational.

Attachment:

- A. STA's Updated Overall Work Plan (Priority Projects) for FY 2008-09 and FY 2009-10 (To be provided under separate cover.)

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 17, 2009  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Federal Economic Stimulus Status of Solano Transit Projects

**Background/Discussion:**

The American Recovery and Reinvestment Act (ARRA) enacted a \$787 billion economic recovery package calling for new spending as well as tax cuts. This package included \$8.4 billion in Federal Transit Administration funds. It is estimated that Metropolitan Transportation Commission (MTC) will receive roughly \$340 million in Federal Transit Administration (FTA). More specifically, Solano County transit operators will receive over \$16 million in 5307 and over \$800,000 in 5311 funds.

A primary objective of the ARRA program is economic recovery and as a result, projects receiving grants are required to meet stringent project delivery deadlines set forth by the legislation and by MTC. MTC has specified deadlines to ensure that ARRA funds will not be lost to other states. The FTA 5307 funds have a regional deadline of May 31, 2009 (set by MTC) for the funds to be obligated in an approved FTA grant. Funds not obligated by May 31<sup>st</sup> are subject to redirection to other projects. For more detail on important deadline dates, please see Attachment A and Attachment B.

**Recommendation:**

Informational.

Attachments:

- A. MTC American Recovery and Reinvestment Act (ARRA) – FTA Formula Program for Solano County
- B. MTC FTA Section 5311 (Rural) ARRA Program of Projects

**THIS PAGE INTENTIONALLY LEFT BLANK**

Metropolitan Transportation Commission  
 American Recovery and Reinvestment Act (ARRA)  
 Federal Transit Administration Formula Program for Solano County

The ARRA is meant to jumpstart the economy and as such includes provisions to ensure timely expenditure of funds. The below summarizes the “use it or lost or rule.

FTA Formula Funds Sections 5307/5309	<ul style="list-style-type: none"> <li>• 50% of Funds: Obligation within 180 days</li> <li>• Remaining Funds: Obligation within 1 Year</li> <li>• All funds expire if not obligated by September 20, 2010</li> </ul>
--------------------------------------	--

**Important Deadline for Transit Agencies:**

1. Council approved Local Resolution of Support by **March 31, 2009**.
2. All funds have a regional obligation (approved FTA grant) deadline of **May 31, 2009**. Funds not obligated by May 31 are subject to redirection to other projects that can meet the Act’s expedited timely use of funds provisions. Although the ARRA only required 50 % of the funds must meet the earlier deadline, by establishing a delivery deadline for all of the system preservation projects, funding can be redirected within the region should some projects fail to deliver by the federal deadline.
3. All funds must be expended or in an awarded contract by **November 30, 2009**. This is

Agency	Project Title	Tier 1	Tier 2
City of Fairfield	Preventative Maintenance	\$550,000	
City of Fairfield	MCI Bus Repower (14)	\$1,150,000	
City of Fairfield	Bus Replacement (6)	\$417,747	\$788,484
City of Fairfield	GFI Farebox/counter	\$1,017,238	
	<b>Subtotal</b>	<b>\$3,134,985</b>	<b>\$788,484</b>
City of Vacaville	Bus Replacement	\$1,734,372	
City of Vacaville	Vacaville Intermodal Station	484,702	\$527,655
	<b>Subtotal</b>	<b>\$2,217,074</b>	<b>\$527,655</b>
City of Vallejo	Rehab/Preventative Maintenance	\$4,000,000	
City of Vallejo	Ferry Terminal ADA, Rehab	\$800,000	
City of Vallejo	Bus Maintenance Facility	\$812,234	
City of Vallejo	Repower Ferry Engines	\$2,000,000	
City of Vallejo/City of Benicia	Fueling Station Upgrade	\$60,000	
City of Vallejo/City of Benicia	Replace 12 Bus Shelters	\$72,000	
City of Vallejo	Vallejo Station		\$2,009,466
	<b>Subtotal</b>	<b>\$7,744,324</b>	<b>\$2,009,466</b>
<b>SOLANO COUNTY TOTAL</b>		<b>\$13,096,380</b>	<b>\$3,325,605</b>

consistent with the intent of the ARRA to create and /or preserve jobs as soon as possible.

**THIS PAGE INTENTIONALLY LEFT BLANK**

**MTC FTA Section 5311 ARRA Program of Projects**

(1) Submit a copy of your application to MTC by **April 10, 2009** so MTC can complete the regional certifications page and submit it to Caltrans. An electronic copy is acceptable (please send to [kmazur@mtc.ca.gov](mailto:kmazur@mtc.ca.gov)), and a draft version is also acceptable if you are not yet finished with your application by April 10th.

(2) Submit your application to Caltrans by **April 17, 2009**.

(3) Public Hearing. A public hearing is required for all projects, including preventive maintenance projects, and should be scheduled as soon as possible. The public hearing does not need to be completed by April 17, 2009; however, when you submit your application, you will need to provide evidence that you have scheduled the public hearing (e.g., a newspaper announcement). The public hearing must be completed by the time Caltrans submits the grant to FTA.

(4) Authorizing Resolution. If your agency already has an authorizing resolution on file with Caltrans, giving someone at your agency (e.g., the City Manager) the authority to file and execute 5311 applications and assurances on your agency's behalf. Caltrans says that as long as the information on your regular 5311 authorizing resolution is generic, i.e., does not stipulate an amount, a specific year, etc., then another resolution is not necessary.

(5) Cover letter describing contingency projects. Caltrans has suggested that those who want to receive additional 5311-ARRA funding for contingency projects (should there be any left over from other regions), include a cover letter with their application stating how much funding they hope to receive and a description of the contingency project. Note: You should not request additional funding for any projects beyond what is shown on the attached table; Caltrans only plans to fund RTPA-supported projects, and at this time MTC only plan to support the projects on the below list.

<b>Subrecipient</b>	<b>Project</b>	<b>5311 ARRA Program Amount</b>	<b>5311 ARRA Contingency</b>
<b>City of Dixon</b>	Municipal Service Center Replacement	\$381,676	\$131,324
<b>Solano Transportation Authority</b>	Purchase four (4) replacement buses	\$300,000	\$75,000
<b>City of Dixon</b>	Preventative Maintenance	\$48,000	
<b>City of Rio Vista</b>	Preventative Maintenance	\$75,000	
	<b>Total</b>	<b>\$804,676</b>	<b>\$206,324</b>

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 25, 2009  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: New State Budget Impact on Solano Transit

**Background:**

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

TDA funds are the primary source of funding for Solano transit operators, particularly for transit operating. STAF has been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new paratransit and intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises. Recently STAF has also been used to fund Lifeline projects and help fund SolanoExpress and Paratransit Services. With the new State Budget approved in February, funding to STAF has been suspended entirely beginning in FY 2009-10 until 2013. Only 25% of the STAF allocation for FY 2008-09 is being released. With the limited funding options for Solano County transit operators (no transportation sales tax, parcel tax, developer fees or other local funding mechanisms) this is a substantial loss.

Statewide there are two primary distribution streams of STAF: 1) revenue-based and 2) population-based. The revenue-based STAF is distributed directly to transit operators roughly based on their passenger fare revenue share as a percentage of the total State transit passenger fare.

Over \$2 million of STAF funds for Solano were cut in FY 2008-09 as compared to the original State Budget approved in September 2008. When STAF is suspended completely in FY 2009-10, nearly \$3 million in critical transit funds will be eliminated in Solano County (Attachments A and B).

**Revenue-Based STAF:** In FY 2008-09, the Fall 2008 projection for revenue-based STAF directed to Solano transit operators was expected to be a total of over \$650,000. With the 75% reduction in FY 2008-09, this resulted in a loss of nearly \$500,000 this year and the full amount in FY 2009-10 and going forward for several years. Attachments A and B show the impact by operator. The transit operator impacted most significantly is Vallejo Transit which loses over \$1 million in FY 2008-09 and over \$1.1 million in FY 2009-10 and beyond.

**Population-Based STAF:** Population-Based STAF is distributed through three categories in the Bay Area. The STA has been programming these three types of Pop-Based STAF for Solano County. The three types are: 1) Regional Paratransit; 2) Northern County/Solano; and 3) Lifeline.

**Pop-Based STAF/Regional Paratransit:** As the name implies, these funds can only be used for paratransit purposes. In Solano County, these funds have typically been used to complete studies concerning seniors and the disabled, paratransit capital grant matches, vehicle enhancements, operating assistance, and management of the Paratransit Coordinating Council (PCC). In FY 2008-09, these funds were reduced by \$171,930 in Solano County. Solano has typically received about \$250,000 annually which will be suspended in FY 2009-10 for several years.

**Pop-Based STAF/Northern County-Solano:** STAF/Northern County funds have been used for a wide range of activities, including providing funds for STA transit programs, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses, covering new bus purchase shortfalls on start-up new intercity services when the need arises and providing limited operating support for SolanoExpress. Over \$1 million is being lost in FY 2008-09 in this STAF funding category. Starting in FY 2009-10, over \$1.5 million will be lost annually from this funding source.

**Pop-Based STAF/Lifeline:** STAF was the major funding source for the Lifeline Program which targets transportation projects for the low-income population. STAF was the only Lifeline funding source available for transit operating. For FY 2008-09, over \$350,000 will be lost in the county. In FY 2009-10 and going forward annually, nearly \$500,000 will be eliminated. When the list of Lifeline projects was approved, they were approved in priority order. The top 3 priority projects can be funded, in whole or in part, with the \$1,044,776 of STAF remaining for three years beginning in FY2008-09. These projects are Vallejo Transit Rt. 85, Vallejo Transit Rt. 1, and Dixon Read-Ride Saturday service. The first two projects can be fully funded at the total amount of \$375,000 and \$600,000 respectively. Dixon's service will receive \$69,776.

**Fiscal Impact:**

The significant reduction of STAF for FY 2008-09 has been a \$651,000 reduction to STA's budget. In FY 2008-09, funds have been shifted from studies to allow for the continued support of STA's transit programs. For FY 2009-10, this complete loss of STAF will require the use of the State Transportation Improvement Program (STIP) swap funds to help provide for these STA Plans and Programs. In addition, the loss in STAF will eliminate \$395,000 for SolanoExpress operating beginning in FY 2009-10, \$287,000 for countywide paratransit services, and \$500,000 for Intercity Transit vehicle capital purchases.

**Recommendation:**

Informational.

Attachments:

- A. State Budget Impact on Solano Transit Operators FY 2008-09
- B. State Budget Impact on Solano Transit Operators FY 2009-10

**State Budget Impact on Solano Transit Operators**  
February Revise FY2008-09

State Transit Assistance funds (STAF)					
FY2008-09 Loss					
	Revenue-Based	Population-Based	Regional Paratransit	Lifeline Program	TOTAL
Benicia	\$ 11,581				
Dixon	\$ 3,074				
Fairfield/Suisun City	\$ 61,276				
Rio Vista	\$ -				
Vacaville					
Vallejo	\$ 416,951				
<b>STA</b>		\$ 1,100,389	\$ 171,930	\$ 353,733	
	\$ 492,882	\$ 1,100,389	\$ 171,930	\$ 353,733	\$ 2,118,934

- Revenue-based            Allocated directly to transit operators. Can be used for operating or capital.
  
- Population-based        Allocated through the Solano Transportation Authority and has been used to fund intercity transit operations, Solano Paratransit operations, intercity vehicle capital match marketing, transit coordination and planning.
  
- Regional Paratransit    Allocated through the Solano Transportation Authority and has been used for Vallejo RunAbout operations, Solano Paratransit capital match and operations, Paratransit Coordinating Council (PCC) coordination, and studies.
  
- Lifeline Program        Allocated through the Solano Transportation Authority and funds transportation programs that are a priority to meet the needs of the low-income population. This was the largest funding source of the Lifeline Program and the only one that could be used for operations.

**State Budget Impact on Solano Transit Operators**

February Revise FY2008-09

All State Transit Assistance funding suspended in FY2009-10. Amounts lost based on new revenue estimated for FY2008-09.

State Transit Assistance funds (STAF)					
FY2009-10 Loss					
	Revenue-Based	Population-Based	Regional Paratransit	Lifeline Program	TOTAL
Benicia	\$ 15,415				
Dixon	\$ 4,091				
Fairfield/Suisun City	\$ 81,559				
Rio Vista	\$ -				
Vacaville					
Vallejo	\$ 554,968				
STA		\$ 1,538,564	\$ 240,393	\$ 494,590	
	\$ 656,033	\$ 1,538,564	\$ 240,393	\$ 494,590	\$ 2,929,580

- Revenue-based            Allocated directly to transit operators. Can be used for operating or capital.
- Population-based        Allocated through the Solano Transportation Authority and has been used to fund intercity transit operations, Solano Paratransit operations, intercity vehicle capital match, marketing, transit coordination and planning.
- Regional Paratransit    Allocated through the Solano Transportation Authority and has been used for Vallejo RunAbout operations, Solano Paratransit capital match and operations, Paratransit Coordinating Council (PCC) coordination, and studies.
- Lifeline Program        Allocated through the Solano Transportation Authority and funds transportation programs that are a priority to meet the needs of the low-income population. This was the largest funding source of the Lifeline Program and the only one that could be used for operations.



DATE: March 18, 2009  
TO: STA TAC  
FROM: Kenny Wan, Assistant Project Manager  
RE: Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey

**Background:**

The biennial local street and roads survey is conducted by Metropolitan Transportation Commission (MTC) every two years. The results of the survey help MTC gather information necessary to project the twenty-five year Local Street and Road (LS&R) funding shortfall, for MTC's 2009 Regional Transportation Plan – Transportation 2035. Over the next 25 years, MTC has committed to direct \$7 billion in regional discretionary funding to help maintain the region's streets and roads infrastructure.

***The allocation formula:*** Regional funds for streets and roads maintenance will be distributed to each county Congestion Management Agency (CMA) according to an allocation formula developed and approved by the LS&R Working Group. The allocation formula consists of four factors, weighted 25% each, including population, lane mileage, arterial & collector shortfall, and preventive maintenance performance. A distribution share is calculated for each jurisdiction using the four factors described above and the funding share for all jurisdictions are summed at the county level for final distribution to the county's CMAs.

***The Pavement Condition Index (PCI):*** The PCI survey information will be utilized by MTC to update estimates of capital maintenance shortfalls for local street and roads, as well as provide information to calculate the funding distribution shares. This year, the scores will also represent 25 percent of the allocation formula for distribution of the federal economic recovery funds.

**Discussion:**

Since MTC is using the new performance score in the distribution formula for the economic stimulus funds, MTC asked for the performance part of the survey to be reviewed on an expedited schedule. In January 2009, MTC distributed pavement survey request to the CMAs to coordinate the collection of the PCI survey on behalf of MTC. Due to workload issue, MTC subsequently delayed the submission deadline to May 9, 2009.

If the jurisdiction does not believe the existing score accurately reflects what jurisdiction's maintenance practices are, jurisdiction should have provided STA and MTC with alternative information that demonstrates its actual preventive maintenance practices. Updating the survey is important as a poor performance score would negatively affect the county's share of the regional local streets and roads fund.

As of March 17<sup>th</sup>, STA has received response from all member agencies. The City of Rio Vista requested to use their 2006 data and have requested a one-time program certification extension from MTC. STA forwarded the updated PCI surveys back to MTC on March 19, 2009.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: March 17, 2009  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update

**Background:**

The current adopted Comprehensive Transportation Plan (CTP) for Solano County was adopted by the STA Board in 2005. The 2005 CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The STA, as the Transportation Planning and Congestion Management Agency for Solano County, developed the CTP 2030 in collaboration with its many transportation partners and the public.

In September 2007, the STA Board 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 Board adopted goals and objectives for each of the three elements based on recommendations provided by separate policy committees during the summer and fall of 2008.

**Discussion:**

STA staff is working to complete the State of the System – Arterials, Highways and Freeways Report and the State of the System – Bike and Pedestrian facilities portion of the Alternative Modes element. The Alternative Modes element will also include a similar report for Transportation for Livable Communities, a transportation/land use linkage program. It is expected that those reports will be ready for TAC and STA Committee review in April 2009.

**Recommendation:**

Informational.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 19, 2009  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: 2009 Congestion Management Program (CMP) Update

**Background:**

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 12, 2007. MTC is preparing to finalize the 2009 Regional Transportation Plan (RTP) in March of 2009.

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

**Discussion:**

MTC has completed their update of the CMP guidelines for the 2009 update. Because state CMP law has not been changed recently, the primary requirements for the CMP remain unchanged. With the pending adoption of the RTP, local CMPs will be required to reflect the goals and policies of the RTP. Projects in the CMP CIP must be consistent with the RTP project list. STA will provide a comparison of the current CMP CIP with the RTP project list at the April TAC meeting.

STA does not anticipate changes to the CMP network at this time. However, the descriptive content of the CMP will be modified in order to reflect information gathered for the Solano Comprehensive Transportation Plan. This will mostly be seen in the re-writing of the transit section of the CMP. In addition, the CMP was adopted before the most recent version of the Napa-Solano Travel Demand Model was adopted. With the Napa-Solano Travel Demand Model now in place, and with the Solano land uses updated as part of the Regional Traffic Impact Fee Study, the model outputs will also be updated.

**Recommendation:**

Informational.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 17, 2009  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Transit Consolidation Study Status

**Background:**

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

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

Work began in early 2007. The first major endeavor was to conduct an extensive outreach involving interviews with transit operator staff, other city staff, public officials, and others. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted as well as outreach to transit users.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews. The summary represented a set of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6<sup>th</sup>) alternative was requested. This alternative suggested consideration of consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

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

The Transit Consolidation Steering Committee first met in October 2007 and provided guidance to Phase II. Phase II is a detailed assessment of the existing transit operators including an analysis of not only their operations but also their financial accounting methodology and forecasting. In addition, several potential consolidation options were to be further analyzed. One of the first consolidation options to be evaluated was a Benicia/Vallejo consolidation.

Separate from the Transit Consolidation Study, the consultant team recently completed an assessment of the Benicia Breeze and the Vallejo Transit systems. Although the Benicia study was primarily conducted for other purposes, this effort assisted with the transit consolidation study.

The STA Board's Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, several elements of Phase II Transit Consolidation study were presented for discussion as well as items requested at the last Transit Consolidation Working Committee. The committee meeting agenda is attached (Attachment A). The meeting was well attended and there was significant discussion of several items. The Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate. Direction was also given to review the financial data with operators individually before moving into the evaluation phase.

**Discussion:**

The consultants and STA staff finished meeting with all of the transit operators individually to review their agency's financial data. Most of those meetings were held January 12, 2009 and the balance was completed by January 29<sup>th</sup>. Draft financial and other report sections for each of the operators were distributed to the transit operators the last week of February for review and the comments would be incorporated into a larger report. Although most comments have been received, more are expected the week of March 16<sup>th</sup>.

The revised full report will be presented to the Consortium and TAC in March and the STA Board Subcommittee in early May. Analysis and evaluation of the Consolidation Options will be developed in April in preparation for review by the Transit Consolidation Steering Committee.

**Recommendation:**

Informational.

**Attachment:**

- A. Transit Consolidation Steering Committee Agenda – December 11, 2008
- B. Transit Consolidation Phase II Financial, Facilities, Staffing, and Paratransit Analysis Report (To be provided under separate cover.)



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TRANSIT CONSOLIDATION STEERING COMMITTEE**

*Members:*

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

**11:00 a.m. – 1:00 p.m.**  
**Thursday, December 11, 2008**  
**(Lunch will be provided.)**

**Suisun City Hall**  
**701 Civic Center Blvd.**  
**Suisun City, CA 94585**

**MEETING AGENDA**

**I. INTRODUCTIONS/APPROVAL OF AGENDA**  
(11:00 – 11:05 a.m.)

Chair Spring

**II. OPPORTUNITY FOR PUBLIC COMMENTS**  
(11:05 – 11:10 a.m.)

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov't Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 424-6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**III. CONSENT CALENDAR**

**A. Transit Consolidation Steering Committee Meeting Minutes of October 24, 2007**

Johanna Masielat

Recommendation

*Receive the Transit Consolidation Steering Committee Meeting Minutes of October 24, 2007.*

**Pg.**

**COMMITTEE MEMBERS**

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
Elizabeth Patterson Jim Erickson	Jack Batchelor, Jr. Nancy Huston	Harry Price Sean Quinn	Jan Vick Hector de la Rosa	Pete Sanchez Suzanne Bragdon	Len Augustine David Van Kirk	Osby Davis Joseph Tanner	Jim Spering Michael Johnson

#### IV. INFORMATION ITEMS

- A. Purpose and Background of Transit Consolidation Feasibility Study** John Harris,  
(11:10 – 11:20 a.m.) Project Manager  
**Pg.**
- B. Transit Roles of Transit Operators, STA, and MTC** Elizabeth Richards, STA  
(11:20 – 11:30 a.m.)  
**Pg.**
- C. Transit Funding Summary** Liz Niedziela, STA  
(11:30 – 11:40 p.m.) Derek Wong, Consultant  
**Pg.**
- D. Comprehensive Solano Transit Operations Analysis** Joe Story, Consultant  
(11:40 – 12:10 p.m.)  
**Pg.**
- E. Status of Option 1 (Vallejo/Benicia) Consolidation** John Harris  
(12:10 – 12:15 p.m.)  
**Pg.**
- F. Option 5 – Functional Consolidation Overview** John Harris  
(12:15 – 12:20 p.m.)  
**Pg.**

#### V. ACTION ITEMS

- A. New Phase 2 Issue: Adverse Fiscal Environment Effect on Transit Operations** Joe Story  
*Recommendation:*  
*Affirm, remove or modify consolidation options based on new information about impending financial shortfalls for transit operations.*  
(12:20 – 12:35 p.m.)  
**Pg.**

- VI. CLOSING COMMENTS FROM COMMITTEE MEMBERS** Committee Members  
(12:35 – 12:45 p.m.)

#### VII. ADJOURNMENT

The next Transit Consolidation Steering Committee Meeting is scheduled at **11:00 a.m. – 1:00 p.m., Thursday, March 12, 2009** at Suisun City Hall.



DATE: March 18, 2009  
TO: STA TAC  
FROM: Kenny Wan, Assistant Project Manager  
RE: Project Delivery Update

**Background:**

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

**Discussion:**

There were 4 project delivery reminders this month:

1. FY STP/CMAQ 2008-09 Federal Obligation Plan:  
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 1<sup>st</sup> to May 1<sup>st</sup>. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate.

<b>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</b>			
<ul style="list-style-type: none"> <li>- \$8.7 M in Federal funding</li> <li>- Submit E76 Request by February 1, 2009</li> <li>- Receive E76 by April 30, 2009</li> </ul>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL070045</b>	State Park Road Bridge	\$1.67 M for CON (CMAQ & TE) On Feb CTC agenda for allocation. E76 for CON to be submitted Jan 30.
<b>Dixon</b>	<b>SOL070046</b>	SR-113 Pedestrian Improvements	\$90,000 for CON. Submitted E76 for CON.
<b>Fairfield</b>	<b>SOL070027</b>	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Field review to be scheduled. Design underway.
<b>Fairfield/ Solano County</b>	<b>SOL070012</b>	“Cordelia Hill Sky Valley Enhancement Project” (McGary Road)	\$640,000 in STIP-TE between FY 2008/09 & 2009/10. Complete funding identified.
<b>Solano County</b>	<b>SOL050024</b>	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. E76 for CON received on Jan. 16, 2009

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. E76 received on Feb 24, 2009.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Requested E76 for CON.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Requested E76 for CON.
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV. Submitted Field Review forms in December.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Requested E76 for CON.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Submitted E76 for CON.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in PS&E. Field Review part of economic stimulus process.

## 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 or risk loss of funding.

More information can be found on Caltrans Local Assistance website:

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

<b>Currently listed Inactive Projects</b>			
<b>Review Period: 10/01/08 – 12/31/08</b>			
<b>Invoice Submission Due to LPA: March 2, 2009</b>			
<b>Justification Due to DLAE: February 23, 2009</b>			
Agency	Project	Unexpended Funds	Status
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.
<b>Projects that will become inactive by June 2009</b>			
Dixon	N. 4th St. And East A Street	\$130,000	Authorized 04/18/07. Final invoice (Sept 2008) resent to Caltrans.
Vacaville	Various Locations In Vacaville And Dixon	\$10,000	Authorized 09/08/02
Fairfield	Linear Park Between N. Texas St. & Dover Ave.	\$330,000	Authorized 04/18/07
Fairfield	Texas St. And Union Street/Downtown Fairfield	\$309,855	Authorized 04/26/07

<b>Projects that will become inactive by September 2009</b>			
Suisun City	Various Locations Throughout City, striping for Bike Lanes	\$15,268	Authorized 8/1/2001. Last Billed 08/25/06.
Rio Vista	SR 12-Rio Vista Bridge, Project Study Report	\$95,813	Authorized 7/24/2007
Rio Vista	SR 12-Rio Vista Bridge, Project Study Report	\$199,696	Authorized 7/24/2007
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007

### 3. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2008-09, and want to receive an allocation at the June 2009 CTC meeting, project sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by April 13, 2009.

<b>Projects that need allocation by June, 2009 Submit allocation request by April 13, 2009</b>			
<b>Agency</b>	<b>Project</b>	<b>Unexpended Funds</b>	<b>Status</b>
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project will be reviewed on May CTC meeting
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Need allocation request by April 13, 2009
Benicia	State Park Overcrossing, Rt 780	\$320,000	Deferred Jan 09
MTC	TE reserve	\$381,000	STA will request allocation for McGary Road from TE reserve funding

### 4. 2009 TIP Revisions/Amendment

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. The MTC prepares and adopts the TIP every two years, with scheduled amendments. Only projects consistent with the Regional Transportation Plan (RTP) were included in the 2009 TIP as required by federal law. Newly proposed projects are reviewed for consistency with the RTP, as they are submitted for various funding programs. Only projects programmed in the current TIP are fundable and able to receive federal funds.

From time to time circumstances dictate that changes be made to the TIP following its adoption. In order to ensure adequate time to review the amendments, deadlines have been established for submitting amendment requests to MTC. Failure to submit TIP Amendment on time will delay approval of E76 until project has been amended into the TIP through the subsequent scheduled amendment, the delay may also cause lost of funding opportunity for time sensitive project. Therefore, it is important for project sponsor to submit TIP amendment in a timely manner. See Attachment A for MTC tentative 2009 TIP Revision Schedule.

5. American Recovery and Reinvestment Act update

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. Of this funding, \$9,730,000 was programmed for Solano local agency Local Streets and Roads projects.

After completing field reviews with Caltrans staff in late February and early March, Benicia’s “Columbus Parkway Rehabilitation Project” and Suisun City’s “Main Street Rehabilitation Project” did not receive Caltrans approval for quick environmental reviews. This has prompted both agencies to reprogram their funding towards other stimulus road rehabilitation projects approved for quick environmental reviews. Other local agencies have been asked to provide additional technical memos before being issued environmental clearance for their projects.

Caltrans has proposed to hold additional project sponsor meetings at Caltrans to review “E76 Request for Authorization Forms” on a first-come first-serve basis. STA Staff will be coordinating the submittal of E76 Requests and assisting Caltrans staff with scheduling these meetings.

Below is a table summarizing the funded projects and their current status of delivery. Also see Attachment B for the ARRA programming schedule for important deadlines.

<b>PROJECT RECEIVE ARRA FUNDING</b>			
<b>-NEPA Clearance &amp; Final PS&amp;E by April 30, 2009</b>			
<b>-Received E-76 by May 31, 2009</b>			
<b>-Award Contract by September 30, 2009</b>			
<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of March 18</b>
City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Project Resubmitted to Caltrans
City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Tech. Memo Pending
City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Project Received CE
City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Tech. Memo Pending
Count of Solano	Solano County - Various Streets Overlay	\$2,000,000	Tech. Memo Pending

<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of March 18</b>
City of Suisun	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Project Resubmitted to Caltrans
City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$160,000	E76 has been requested
City of Vacaville	Vacaville - Various Streets Overlay	\$1,430,000	Project Resubmitted to Caltrans
City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Project Resubmitted to Caltrans
City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000	Environmental revalidation Pending
City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Project Resubmitted to Caltrans

6. Race Conscious DBE Program Conversion  
See supplemental provided under separate cover.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

A: MTC Tentative 2009 TIP Revision Schedule

B: American Recovery and Reinvestment Act (ARRA) Programming Schedule

**THIS PAGE INTENTIONALLY LEFT BLANK**

**METROPOLITAN TRANSPORTATION COMMISSION**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**TENTATIVE 2009 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)**  
**as of February 23, 2008**

REVISION TYPE	REVISION NUMBER	NOTE	TIP REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS
Admin. Modification	09-01	First Admin Mod	September 30, 2008	December 15, 2008	December 16, 2008	N/A	APPROVED
Amendment	09-02	First Amendment	October 31, 2008	December 17, 2008	January 2, 2009	January 30, 2009	TBD
Admin. Modification	09-03		December 31, 2008	January 30, 2009	February 5, 2009	N/A	TBD
Amendment	09-04	Expedited	January 16, 2009	February 25, 2009	March 6, 2009	March 13, 2009	TBD
Amendment <sup>1</sup>	09-05	Economic Recovery (Revenues Only)	February 20, 2009	February 25, 2009	February 26, 2009	March 13, 2009	TBD
Amendment <sup>2</sup>	09-06	RTP AQ Conformity Amendment	August 29, 2008	March 25, 2009	April 10, 2009	May 15, 2009	TBD
Amendment <sup>3</sup>	09-07	Economic Recovery (Grouped Listing)	January 30, 2009	February 25, 2009	February 26, 2009	March 13, 2009	TBD
Admin. Modification	09-08		February 28, 2009	March 25, 2009	April 3, 2009	N/A	TBD
Amendment <sup>3</sup>	09-09	Economic Recovery	February 28, 2009	March 25, 2009	April 10, 2009	April 30, 2009	TBD
Amendment	09-10	UPP and Regular	March 30, 2009	April 24, 2009	April 30, 2009	May 29, 2009	TBD
Amendment <sup>4</sup>	09-11	Annual Transit Amendment	April 30, 2009	May 27, 2009	June 12, 2009	June 30, 2009	TBD
Admin. Modification	09-12		May 30, 2009	June 25, 2009	July 10, 2009	N/A	TBD
Admin. Modification	09-13		June 30, 2009	July 24, 2009	July 30, 2009	N/A	TBD
Amendment	09-14		July 31, 2009	September 23, 2009	October 9, 2009	October 30, 2009	TBD
Admin. Modification	09-15		August 31, 2009	September 25, 2009	September 30, 2009	N/A	TBD
Admin. Modification	09-16		September 30, 2009	October 23, 2009	October 30, 2009	N/A	TBD
Amendment	09-17		October 30, 2009	December 23, 2009	January 15, 2010	February 4, 2010	TBD
Admin. Modification	09-18		November 30, 2009	December 28, 2009	January 5, 2010	N/A	TBD
Admin. Modification	09-19		December 31, 2009	January 25, 2010	January 30, 2010	N/A	TBD

Kindly Note:

\* Future approval dates are expected dates and are subject to change

1 - Amendment 09-05 is the Special Economic Recovery Amendment with only Revenues added into the TIP

2 - Amendment 09-06 is the air-quality amendment to add new non-exempt projects to the TIP that will only be approved by March 2009

3 - Amendment 09-07, Amendment 09-09 are Special Economic Recovery Amendment Projects added to the TIP

4 - Amendment 09-11 is the Annual Transit Program of Projects Amendment

## Attachment B. ARRA Programming Schedule

American Recovery and Reinvestment Act (ARRA) Program Programming Schedule	
February 6, 2009	Partnership Board meeting
February 10, 2009	MTC Joint Advisors meeting
February 11, 2009	Programming and Allocations Committee review of regional programming proposal
February 17, 2009	Enactment of the ARRA
February 25, 2009	Commission approval of ARRA program and accompanying TIP amendment
March 5, 2009	PES/Field Review Documents Submittal Deadline – LS&R System Preservation Projects
April 30, 2009	60-day NEPA clearance and Final PS&E Package Deadline – LS&R System Preservation
May 31, 2009	90-day Obligation (E-76) Deadline – LS&R System Preservation Projects 90-day Grant Award Deadline – Transit System Preservation Projects
June 30, 2009	Conditions met – Non-System Preservation Projects
September 30, 2009	210-day Contract Award Deadline – LS&R System Preservation Projects
November 30, 2009	270-day Obligation/Grant Award Deadline – All Non-System Preservation Projects 270-day Contract Award Deadline – Transit System Preservation Projects
December 31, 2009	300-day Contract Award Deadline – All Non-System Preservation Projects



DATE: March 17, 2009  
 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
Clean Air Fund (CAF) Program*	Jim Antone, Yolo Solano Air Quality Management District (YSAQMD) (530) 757-3653	<b>March 27, 2009</b>
Caltrans Planning Grant – Environmental Justice: Context Sensitive Planning	Emmanuel Mekwunye Metropolitan Transportation Commission, (MTC) (510) 286-6326	<b>April 1, 2009</b>
Caltrans Planning Grant – Environmental Justice: Community-Based Transportation Planning Grant*	Beth Thomas, California Department of Transportation (Caltrans) (510) 286-7227	<b>April 1, 2009</b>
Caltrans Planning Grant – Partnership Planning	Blesilda Gebreyesus, MTC (510) 286-5575	<b>April 1, 2009</b>
Caltrans Planning Grant – Federal Transportation Account (FTA) 5304 Statewide Transit Planning Studies	Blesilda Gebreyesus, MTC (510) 286-5575	<b>April 1, 2009</b>

Fund Source	Application Available From	Application Due
Caltrans Planning Grant – FTA 5304 Transit Technical Planning Assistance	Blesilda Gebreyesus, MTC (510) 286-5575	<b>April 1, 2009</b>
Caltrans Planning Grant – FTA 5304 Transit Professionals Development	Blesilda Gebreyesus, MTC (510) 286-5575	<b>April 1, 2009</b>
Cycle 8 State-legislated Safe Routes to School (SR2S) Program	Joyce Parks, Caltrans (916) 653-6920	<b>April 15, 2009</b>
American Recovery and Reinvestment Act (ARRA) – National Clean Diesel Funding Assistance Program*	Program Contact To Be Announced, please contact STA staff for more information: Sara Woo (707) 399-3214	<b>April 27, 2009</b>
American Recovery and Reinvestment Act (ARRA) – Transit Investments for Greenhouse Gas Energy Reduction*	Program Contact To Be Announced, please contact STA staff for more information: Sara Woo (707) 399-3214	<b>Anticipated Application Deadline is Late April 2009</b>
Federal Transit Administration (FTA) Grant Program – 5310 Elderly and Disabled Specialized Transit Program*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 424-6075 -and- Kristen Mazur, MTC (510) 817-5789	<b>May 20, 2009</b>
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Small Urban Projects*</i>	Kristen Mazur, MTC (510) 817-5789	<b>June 26, 2009</b>

Fund Source	Application Available From	Application Due
FTA Grant Program – 5317 New Freedom Program <i>for Small Urban Projects*</i>	Kristen Mazur, MTC (510) 817-5789	<b>June 26, 2009</b>
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects*</i>	Kristen Mazur, Caltrans (916) 654-8222	<b>September 25, 2009</b>
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	<b>September 25, 2009</b>

\* New funding opportunity



**FUNDING OPPORTUNITY**

**Clean Air Fund (CAF) Program**

**Due March 27, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the CAF 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 or private agencies, groups of individuals in the Yolo Solano Air Basin
- Program Description: The Clean Air Funds (CAF) Program is designed to reduce emissions from motor vehicles by supporting cleaner vehicle technologies, alternative modes of transportation, and educating the public about air pollution.
- Funding Available: Approximately \$370,000 to \$420,000 is available for Solano County projects.
- Eligible Projects: Eligible projects include those pertaining to the following categories:  
1. Clean Technologies/Low Emission Vehicles  
2. Alternative Transportation Programs  
3. Transit Services  
4. Public Education/Information
- Further Details: <http://www.ysaqmd.org/incentive-caf.php>
- Program Contact Person: Jim Antone, Environmental Planner (YSAQMD), (530) 757-3653, [jantone@ysaqmd.org](mailto:jantone@ysaqmd.org)
- STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)
-



**FUNDING OPPORTUNITY**

**Caltrans Transportation Planning Grant**

Environmental Justice: Context-Sensitive Planning

**Due April 1, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Planning Grant for Environmental Justice: Context-Sensitive Planning 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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.  
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities

Funding Available: \$3 million from the State Highway Account for FY 07/08. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects:

- Identification and involvement of under-represented groups in planning and project development.
- Planning and Safety improvements for pedestrians and bicycles
- Developing Guidelines and supporting information for EJ element of a General Plan
- Transportation Projects in underdeveloped rural agricultural areas
- Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

Examples:

- Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06
- Fruitvale Alive!/City of Oakland - \$170,000, FY 03/04
- Le Grand, Circulation Plan – 68,400, FY 03/04

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Emmanuel Mekwunye, Caltrans District 4, (510) 286-6326

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

---



**FUNDING OPPORTUNITY**  
**Caltrans Transportation Planning Grant**  
Community-Based Planning  
**Due April 1, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Community-Based Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.
- Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.
- Funding Available: \$3 million from the State Highway Account for FY 06/07. Maximum grant amount is \$250,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.
- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
  - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
  - Community to school linkage studies or plans
  - Jobs and affordable housing proximity studies or plans
  - Transit Oriented/Adjacent Development or “transit village” studies or plans
  - Community transit facility/infrastructure studies or plans
  - Mixed-land use development studies or plans
  - Form-based or smart code development
  - Context sensitive streetscapes or town center studies or plans
  - Grid street system studies or plans
  - Community revitalization studies or plans
  - Context sensitive community development planning
  - Studies for community-friendly goods movement transportation corridors, ports, and airports
- Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>
- Program Contact Person: Beth Thomas, Caltrans District 4, (510) 286-7227
- STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)
-

**FUNDING OPPORTUNITY**

**Caltrans Transportation Planning Grant**

FTA 5304 Partnership Planning

**Due April 1, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Partnership Planning 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:** MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

**Program Description:** The Partnership Planning Grant promotes planning studies that have a statewide benefit or multi-regional significance or both.

**Funding Available:** Approximately \$1 million will be available in FY 2007-08. The maximum amount per grant is \$300,000 with a 20% non-federal local match.

**Eligible Projects:**

- Regional, inter-county, and/or statewide mobility and access needs
- Land use and smart growth studies
- Corridor studies and corridor preservation studies
- Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

**Further Details:** <http://www.dot.ca.gov/hq/tpp/grants.htm>

**Program Contact Person:** Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

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

---



**FUNDING OPPORTUNITY**

**Caltrans Transportation Planning Grant**

FTA 5304 Statewide Transit Planning Studies

**Due April 1, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Statewide Transit Planning Studies 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: Only MPOs/RTPs may apply for this grant program . Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.

Funding Available: \$1,400,000 available with a grant cap of \$300,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- GIS development
- Transit-oriented development (TOD) studies
- Transit planning
- Development tools
- Development models

Example:

- Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County - \$84,100

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

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

---



**FUNDING OPPORTUNITY**

**Caltrans Transportation Planning Grant**

FTA 5304 Transit Technical Planning Assistance

**Due April 1, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Technical Planning Assistance 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:** Only MPOs/RTPs may apply for this grant program . Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

**Program Description:** Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).

**Funding Available:** \$700,000 available with a grant cap of \$100,000. 11.47% non-Federal funds or in-kind local match required.

**Eligible Projects:**

- Short-range transit development plans
- Ridership surveys
- Transit coordination studies

**Example:**

- Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency - \$13,280

**Further Details:** <http://www.dot.ca.gov/hq/tpp/grants.htm>

**Program Contact Person:** Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

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

---



**FUNDING OPPORTUNITY**  
**Caltrans Transportation Planning Grant**  
FTA 5304 Transit Professional Development  
**Due April 1, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Professionals Development 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:** Only MPOs/RTPs may apply for this grant program. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

**Program Description:** *Transit Professional Development:* Funds training and development of transit planning professionals and students.

**Funding Available:** \$150,000 available with a grant cap of \$50,000. 11.47% non-Federal funds or in-kind local match required.

**Eligible Projects:**

- Single or multi-agency internships for university and community college students

Example:

- Professional Development and Transit Internships, Yolo County Transportation District - \$46,478

**Further Details:** <http://www.dot.ca.gov/hq/tpp/grants.html>

**Program Contact Person:** Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

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

---

**FUNDING OPPORTUNITY**

**California State-legislated Safe Routes to School (SR2S)  
Program**

**April 15, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities and counties.

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

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

Funding Available: Approximately \$6-7 million will be available for FY 2008/2009 and FY 2009/2010 in the San Francisco Bay Area; local match is 10 percent.

Eligible Projects:

Projects:

- Pedestrian facilities – new sidewalks, widening, etc.
- Traffic Calming – roundabouts, bulb-outs, speed humps, raised crosswalks/intersections, etc.
- Traffic Control Devices – traffic signals/signs, pavement markings
- Bicycle Facilities – new bike paths, lanes, parking/racks/lockers
- Public Outreach & Education – education, encouragement, and enforcement (limited to 10% of total engineering project cost)

Examples:

- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100
- City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
- County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000

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

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

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



**FUNDING OPPORTUNITY**  
**American Recovery and Reinvestment Act (ARRA)**  
National Clean Diesel Funding Assistance Program  
**Application Due April 27, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the ARRA National Clean Diesel Funding Assistance 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: Regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality.

Program Description: Funding must be used to achieve significant reductions in diesel emissions in terms of: (1) tons of pollution produced; (2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas; and (3) the ability to maximize job preservation and creation.

Funding Available: Approximately \$156 million is available nationwide. Award floor is \$250,000 and award ceiling is \$10 million. Expected number of awards is 150.

Eligible Projects: Eligible projects must include one or more of the following diesel emissions reduction solutions: verified emission control technologies including retrofit devices, cleaner fuels, and engine upgrades, idle reduction technologies; certified engine repowers; and/or certified vehicle or equipment replacement.

Further Details: <http://epa.gov/otaq/eparecovery/prognational.htm>

Program Contact Person: TBA

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

---



**FUNDING OPPORTUNITY**

**American Recovery and Reinvestment Act (ARRA)**

Transit Investments for Greenhouse Gas and Energy Reduction

**Anticipated Application Deadline is Late April 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the ARRA Transit Investments for Greenhouse Gas and Energy Reduction 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 transit agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transit agencies.

Funding Available: Approximately \$100 million is available nationwide. Award ceiling is \$100 million. Expected number of awards is 150.

Eligible Projects: TBA

Further Details: <http://www07.grants.gov/search/search.do?&mode=VIEW&flag2006=false&oppId=45906>

Program Contact Person: TBA

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

---



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5310 Elderly and Disabled Specialized Transit Program

**Application Due May 20, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5310 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:** Private nonprofit corporations or public agencies where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.
- Program Description:** The FTA 5310 Program is designed for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. **Note:** the application for this program is due both to the appropriate County Paratransit Coordinating Council (PCC) *and* MTC by 5:00 p.m. May 20, 2009.
- Funding Available:** Approximately \$12.6 million is available in the federal fiscal year 2009.
- Eligible Projects:** The program allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.
- Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Program Contact Person:** Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, [kmazur@mtc.ca.gov](mailto:kmazur@mtc.ca.gov)
- STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)
-



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects

**Application Due June 26, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

**Funding Available:** Approximately \$3 million is available for JARC small urban projects. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<p><u>Operating:</u></p> <ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul>	<p><u>Capital:</u></p> <ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul>
--	---

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Small Urban Projects

Application Due June 26, 2009

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

**Funding Available:** Approximately \$1.6 million is available for New Freedom Small-Urban projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<p><u>Operating:</u></p> <ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<p><u>Capital:</u></p> <ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>
--	--

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**  
**Federal Transit Administration (FTA) Grant**  
FTA 5316 Job Access and Reverse Commute Program for Rural Projects  
Application Due September 25, 2009

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**Funding Available:** Approximately \$1.4million is available for JARC rural projects.

**Eligible Projects:**

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul>	<ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222  
tracey\_frost@dot.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075  
eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

**Funding Available:** Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<b>Operating:</b>	<b>Capital:</b>
<ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222  
[tracey\\_frost@dot.ca.gov](mailto:tracey_frost@dot.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075  
[eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)



DATE: March 18, 2009  
TO: STA TAC  
FROM: Johanna Masielat, Clerk of the Board/Office Manager  
RE: STA Board Meeting Highlights of March 18, 2009

This report is to be provided under separate cover.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: March 18, 2009  
TO: STA TAC  
FROM: Johanna Masielat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2009

**Background:**

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2009 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2009



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2009**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., March 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 14	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., April 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., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 14	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 15	12 noon	Paratransit Coordinating Council (PCC)	JFK Library - Vallejo	Confirmed
Wed., May 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Tues., June 9	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 17	12:30 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
July 29 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 12 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Tues., August 11	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., August 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Dixon Senior Center	Confirmed
Wed., September 30	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 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., October 13	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., October 28	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 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 11	6:00 p.m.	STA's 11 <sup>th</sup> Annual Awards	TBD - Rio Vista	TBD
Thurs., November 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Tues., December 08	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., December 09	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

**SUMMARY:**

STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Odd Month  
 PCC: Meets 3<sup>rd</sup> Fridays of every Odd Month

BAC:  
SR2S

Meets 1<sup>st</sup> Thursday of every Odd Month  
 Meets 2<sup>nd</sup> Tuesday of every Even Month