



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, August 26, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

ITEM

STAFF PERSON

I. CALL TO ORDER

Daryl Halls, Chair

II. APPROVAL OF AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 -1:35 p.m.)

IV. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF

(1:35 -1:40 p.m.)

- Update – Caltrans Oversight Costs for PSRs & PID List

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 June 24, 2009

Johanna Masielat

Recommendation:

Approve TAC Meeting Minutes of June 24, 2009.

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B. Fiscal Year (FY) 2009-10 Transportation Development Act
(TDA) Matrix – September 2009

Elizabeth Richards

Recommendation:

Approve the September 2009 TDA Matrix which includes the TDA
claims for Solano County.

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TAC MEMBERS

Charlie Knox

Royce Cunningham

Gene Cortright

Morrie Barr

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

The complete STA TAC packet is available on STA's website: www.solanolinks.com

C. Napa-Solano Travel Demand Model Update

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.

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D. Proposed Modification to SolanoExpress Route 30

George Fink,
City of Fairfield and
Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to approve proposed service changes to Rt. 30 effective October 1, 2009 as specified in Attachment B and recommended by the SolanoExpress Intercity Transit Consortium.

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VI. ACTION FINANCIAL ITEMS

A. State Route (SR) 12 Corridor Study Update

Robert Macaulay

Recommendation:

*Forward a recommendation to the STA Board authorizing the Executive Director to enter into a SR 12 Corridor Study funding agreement with MTC, Caltrans, San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG) for an amount not to exceed \$150,000.
(1:45 – 1:50 p.m.)*

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VII. ACTION NON-FINANCIAL ITEMS

A. 2009 Congestion Management Program (CMP) Update

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Solano Congestion Management Plan, and transmit the CMP to the Metropolitan Transportation Commission for review and approval.

(1:50 – 2:00 p.m.)

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**B. Comprehensive Transportation Plan (CTP) Update –
Arterials, Highways and Freeways State of the System
Report**

Robert Macaulay
Robert Guerrero

Recommendation:

Forward a recommendation to the STA Arterials, Highways, and Freeways Subcommittee to approve the Draft “State of the System – Arterials, Highways, and Freeways” Report included as Attachment A.

(2:00 – 2:15 p.m.)

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- C. **Metropolitan Transportation Commission (MTC)
Complete Streets/Routine Accommodations Checklist and
Policy for Bicycle and Pedestrian Transportation in the
Bay Area** Sara Woo
Recommendation:
*Forward a recommendation to the STA Board to authorize
staff to develop and implement a long term Complete Streets
policy implementation strategy for Solano County.*
(2:15 – 2:25 p.m.)
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- D. **Transit Consolidation Study – Implementation Plan Status
– Benicia-Vallejo Consolidation and Coordination** Elizabeth Richards
Recommendation:
*Forward a recommendation to the STA Board authorizing the
STA to enter into a MOU with the Cities of Benicia and Vallejo
to evaluate the consolidation of South Solano Transit Services.*
(2:25 – 2:30 p.m.)
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VIII. INFORMATIONAL – DISCUSSION

- A. **Solano County Funding Investment Strategy** Janet Adams
Informational
(2:30 – 2:40 p.m.)
Pg. 92
- B. **Highway Projects Status Report:** Janet Adams
 1. **I-80/I-680/SR 12 Interchange**
 2. **I-80 EB Cordelia Truck Scales
Relocation**
 3. **North Connector**
 4. **I-80 HOV Lanes: Red Top Road to
Air Base Parkway**
 5. **Redwood Parkway/Fairground Drive
Improvements**
 6. **Jepson Parkway**
 7. **State Route 12 (Jameson Canyon)**
 8. **State Route 12 East SHOPP Project**
 9. **I-80 SHOPP Rehabilitation Projects***Informational*
(2:40 – 2:50 p.m.)
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- C. **American Recovery and Reinvestment Act Update** Kenny Wan
Informational
(2:50 – 2:55 p.m.)
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NO DISCUSSION

- D. **Senior and Disabled Transportation Summit** Elizabeth Richards
Informational
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- E. **Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Grant Program Summary** Robert Guerrero
Informational
Pg. 134
- F. **Legislative Update** Jayne Bauer
Informational
Pg. 140
- G. **Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report** Judy Leaks
Informational
Pg. 152
- H. **State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Status Update** Sara Woo
Informational
Pg. 164
- I. **Project Delivery Update** Kenny Wan
Informational
Pg. 166
- J. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 170
- K. **STA Board Meeting Highlights of July 8, 2009** Johanna Masiclat
Informational
Pg. 180
- L. **STA Board and Advisory Committee Meeting Schedule for 2009** Johanna Masiclat
Informational
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IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 30, 2009.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
June 24, 2009

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Gene Cortright	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Judy Leaks	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Kenny Wan	STA
Johanna Masielat	STA

Others Present:

(In Alphabetical Order by Last Name)

Kevin Aguigui	Kimley-Horn and Assoc. Inc.
Liz Brisson	MTC
Jeff Knowles	City of Vacaville
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City

II. APPROVAL OF THE AGENDA

On a motion by Rod Moresco, and a second by Dan Schiada, the STA TAC unanimously approved the agenda with the following exceptions:

- Modify the recommendation to Agenda Item V.A., Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix - July 2009 to read as follows:
Recommendation:
Forward a recommendation to the STA Board to approve the July 2009 TDA Matrix ~~and the FY 2009-10 TDA claim for the City of Dixon, which includes the FY 2009-10 TDA claim for the City of Dixon.~~
- Janet Adams clarified that Agenda Item VII.A, Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System Report is an informational item with a recommendation that Robert Macaulay will cover at the time of the report.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero provided information on two upcoming funding opportunities. He agreed with the TAC's request for an e-mail notification over the next month as more information becomes available.

Janet Adams announced the bid for the North Connector-Phase 2 Project was awarded to Ghilloti Brothers. She also announced the Groundbreaking for the Suisun Parkway Segment of the North Connector is scheduled for Wednesday, July 8th at 1 pm.

Jayne Bauer announced that the STA is preparing for discussions on the next cycle of the Federal Appropriations and Authorization Bill. She cited that staff will be contacting the cities of Dixon, Fairfield, Vacaville, and Vallejo, the cities that participate or plan to participate in funding for STA's federal lobbyist to schedule a meeting to discuss this topic.

In addition, Jayne Bauer announced that this year's annual awards has been confirmed and scheduled for Wednesday, November 4, 2009 in Fairfield at a location yet to be determined. She also distributed to the TAC members the nomination forms for STA's 12th Annual Awards. She indicated that since the TAC will not be meeting in July, she reminded the TAC that the deadline to submit the nomination forms is August 28, 2009 which is two days after the next TAC meeting in August.

The STA staff and TAC acknowledged the pending retirement of longtime TAC member Dan Schiada from Benicia.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC approved Consent Calendar Items A thru C as amended shown below in ~~strikethrough bold italics~~ and the noted change requested by Paul Wiese to correct spelling of Mike Johnson's name on page 16 of the packet.

A. Minutes of the TAC Meeting of May 27, 2009

Recommendation:

Approve TAC Meeting Minutes of May 27, 2009.

B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – July 2009

Recommendation:

Forward a recommendation to the STA Board to approve the July 2009 TDA Matrix ~~and the FY 2009-10 TDA claim for the City of Dixon, which includes the FY 2009-10 TDA claim from the City of Dixon~~

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C. Traffic Model Advisory Committees

Recommendation:

Forward a recommendation to the STA Board that the STA and NCTPA Boards approve the following:

1. The Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC); and
2. The Executive Director sending the Cooperative Agreement to its member jurisdictions for adoption.

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VI. ACTION FINANCIAL ITEMS

A. Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan

Kevin Agui, Kinley-Horn and Associates, Inc, reviewed the Draft I-80/I-680/I-780 Corridors Highway Operation Study and Implementation Plan. Sam Shelton also reviewed the public review and release process of the final draft study of the I-80/I-680/I-780 Corridors Highway Operations Study and Implementation Plan. He stated that public meetings will then be scheduled in Fairfield, Vacaville, and Vallejo during the last week of July to discuss the plan's findings and receive comments. He added that the comments will be collected, addressed, and summarized for the TAC to review on August 26th and the STA Board's consideration at their September 9, 2009 meeting which at that time they will be asked to adopt the plan.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to distribute the final Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment.

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

B. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10 Work Program

Judy Leaks identified the ten (10) major elements of the SNCI Work Program for FY 2009-10. She noted these include Commuter Incentives, the Emergency Ride Home Program, Employer Commute Challenge, and a wide range of localized services.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2009-10.

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

VII. INFORMATIONAL ITEMS

A. Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System Report

Robert Macaulay distributed and reviewed the State of the System – the Alternative Modes Report. He cited that the Alternative Modes element of the CTP includes bicycle and pedestrian transportation, alternative fuel vehicles, Transit Oriented Development (TOD), and supporting planning documents and programs.

B. Legislative Update

Jayne Bauer reviewed state and federal legislation pertaining to transportation and related issues. She reported that the Budget Conference Committee acted on items pertaining to transportation; 1.) Rejected the Legislative Analyst's Office (LAO) proposal to suspend Prop 42 and 2.) Regarding the Highway Users Tax Account (HUTA), voted to adopt the Governor's proposal to divert local gas tax subvention funding. Then she also reported that the House Committee on Transportation and Infrastructure Chairman James Oberstar released a white paper on June 18th that outlines the Committee's plan for the new surface transportation authorization bill.

C. Project Delivery Update

Kenny Wan provided an update on changes to State and Federal project delivery policies and reminded the TAC about upcoming project delivery deadlines.

NO DISCUSSION

D. Funding Opportunities Summary

E. STA Board Meeting Highlights of June 10, 2009

**F. 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, August 26, 2009.**

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DATE: August 11, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – September 2009

Background:

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

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

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

Discussion:

The attached matrix (Attachment A) includes the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The Cities of Fairfield and Vacaville are two agencies with TDA carryovers of \$2.2 million and \$1.3 million respectively. The July estimate of \$18.1 million is \$1.8 million lower than the February estimate – a 10% reduction to the county overall.

In May, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Vacaville and Vallejo FY 2009-10 TDA claims.

In July, the STA Board approved the matrix with the addition of Dixon's operating and capital TDA. At this time, the County has submitted the amount of TDA they will be claiming for operating a new paratransit service and for streets and roads. This has been added to the TDA matrix. TDA claims remain outstanding from Benicia, Fairfield, and Rio Vista.

As TDA funds are generated from a percentage of sales tax, actual and estimates have been decreasing. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, STA TAC, and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claims, the TDA matrix will be updated and presented to the STA Board for approval prior to being forwarded to MTC.

Fiscal Impact:

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

Recommendation:

Approve the September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim.

Attachment:

- A. September 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged colored version of this attachment has been provided to the STA TAC members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: August 7, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Napa-Solano Travel Demand Model Update

Background:

The Napa-Solano Travel Demand Model was significantly updated in 2007 and 2008 to allow better projections of not only traffic behavior, but also transit and rideshare assumptions and the presence of High Occupancy Vehicle lanes. Based upon feedback received from the Planning staffs of the cities and the county in late 2008, a review of base year (2000), current year (2009), and projected year (2030) land uses has been undertaken in the first 4 months of 2009.

Once the land use files were updated, the modelers and public works representatives on the Model Technical Advisory Committee (MTAC) reviewed the model output. On July 16, 2009, the current Model TAC met to discuss additional work to calibrate the model.

Discussion:

STA's consultant for the Regional Transportation Impact Fee (RTIF) presented statistical data on the validation and accuracy of the Napa-Solano Travel Demand Model to the Model TAC. Although there is no universal statistical standard for regional models, it was generally agreed that the Napa-Solano Travel Demand Model was adequate for Freeway, Highways and major corridors traffic forecast, however it did not meet the Model TAC's desires for accuracy for local roadways also identified on the Routes of Regional Significance. Model TAC members were asked to provide input on what statistics, outputs or changes would be needed in order to meet their desired level of confidence. The City of Fairfield subsequently offered the services of modeling consultant and former Fairfield employee Ken Harms to do a detailed review of the model, with any proposed changes to be peer reviewed by STA's consultant and then approved by the Model TAC. Unfortunately, Mr. Harms is not able to complete that task.

STA staff has taken the comments from Model TAC members and the preliminary work done by Mr. Harms, and worked with STA's consultant to develop a detailed scope of work for modification of the model. The Model TAC will provide guidance on the changes to be made for the RTIF, and will review the output of the new model prior to any action to formally adopt the changes.

Model TAC Recommendation:

The Model TAC recommended at its July 16th meeting that the model be refined for Arterial Level Evaluation for the RTIF, but did not recommend a specific process to do so. The Model TAC expressed general confidence in the work done to date by STA's RTIF consultant team. The Model TAC supported using the Root Mean Squared Error (RMSE) rate as the measure of validation for the model.

Fiscal Impact:

The update work is expected to cost up to \$35,000. The primary source of funding will be Transportation and Land Use (TPLUS) funds from Metropolitan Transportation Commission (MTC), since the model is a key tool in preliminary review of smart growth land use and transportation investments; and, the RTIF modeling contract.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.



DATE: August 12, 2009
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
George Fink, Transit Manager for the City of Fairfield
RE: Proposed Modification to SolanoExpress Route 30

Background:

Prior to 2000, STA contracted with Yolobus to operate Route 30. Fairfield and Suisun Transit (FAST) has operated Route 30 on behalf of the Solano Transportation Authority (STA) since 2000. Route 30 is included in the Intercity Transit Funding Agreement which coordinates the funding of intercity routes by pooling Transportation Development Act (TDA) funds from all local jurisdictions except Rio Vista.

Over the years, the STA has partnered with FAST to secure other funds for this route. These include Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District and Clean Air Funds from the Yolo Solano Air Quality Management District. Most recently, over \$200,000 Federal Section 5311 for Fiscal Year (FY) 2007-08 and FY 2008-09 was appropriated for Route 30.

In FY 2006-07, Route 30 operated five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. In the Fall 2007, Route 30 started experiencing full capacity in the morning stop in Dixon on the Sacramento express trip. FAST started supplementing the service by providing a back-up shuttle so no riders would be left behind. Ridership on this route continued to steadily increase and FAST sent out an over-the-road coach since the back-up shuttle bus started reaching full capacity during the I-5 repair project. FAST staff surveyed Route 30 riders asking what additional time they would prefer to arrive and depart Sacramento. Using this information, a new schedule was developed with additional service in the morning to Sacramento and a later service for the return trip. This new expanded service went into effect July 1, 2008.

Discussion:

FAST has received requests from passengers wishing to travel from Sacramento to connect with Route 90 in the morning. The current schedule has the 6:52 AM arriving back in Fairfield at 8:39 AM for a connection to Route 90 at 8:42 AM. However, this connection is often missed due to traffic encountered in Sacramento.

FAST staff recently rode the Route 30 to solicit passenger input and gather ideas. The passengers' consensus was that they would like to find a solution that does not affect eastbound travel times. The FAST proposes to turn the 6:08 AM bus, which currently deadheads back to the garage from Sacramento, into revenue service. This would allow Sacramento passengers to reach the Fairfield Transportation Center (FTC) by 8:25 AM and connect, even with traffic, to the 8:42 AM Route 90 bound for El Cerrito Del Norte BART. To maintain neutral cost, FAST is also proposing to end the westbound revenue service on the 6:52 AM bus. This bus would deadhead back from Sacramento at 7:54 AM to the garage. This proposal would not affect any eastbound Route 30 trips.

FAST staff believes this is an easy, customer friendly, cost neutral fix to facilitate better connectivity among intercity routes. FAST is proposing this change take effect October 1, 2009 which will coincide with FAST New Riders' Guides being issued. FAST has circulated this proposed change via email to the funding partners for comment and stated that if there are no comments or opposition, FAST would like to move forward with passenger notification immediately. STA staff recommends support of the proposed change by FAST with one additional change to be added.

STA staff is suggesting a proposed additional change to Route 30 to better serve Dixon and Vacaville westbound commuters in the morning. Currently, the first trip westbound leaves Dixon after 9:00am which makes it difficult to reach work destinations in Vacaville or Fairfield. STA staff is requesting FAST consider returning the morning trip that serves UC Davis instead of having it continue on to Sacramento. This leg of Route 30 is already being served with two Route 30 direct trips and Yolobus. In addition, UC Davis undergraduate students may ride Yolobus for free with a current student registration card. This proposed FAST Route 30 trip would then arrive/depart Dixon at about 8:03am and deliver passengers to Vacaville by 8:20 and Fairfield Solano Mall by 8:34am. This earlier westbound AM trip would provide enhanced service without increasing costs.

Recommendation:

Forward a recommendation to the STA Board to approve proposed service changes to Rt. 30 effective October 1, 2009 as specified in Attachment B and recommended by the SolanoExpress Intercity Transit Consortium.

Attachments:

- A. FAST New Proposed Schedule for Route 30
- B. Suggested Draft Schedule for Proposed Service including earlier westbound trip serving Davis, Dixon, and Vacaville to Fairfield during morning commute hours.

EFFECTIVE OCTOBER 1, 2009

Fairfield and Suisun Transit (FAST) is proposing modifying westbound Route 30 to better connect with westbound Route 90. To accomplish this, the 6:08 AM bus will return to the FTC in revenue service from 9th & P Streets and the 6:52 AM bus will return to the garage directly from 9th & P Streets (no passengers). This proposal will not affect any eastbound Route 30 trips. However, it will accommodate passengers wishing to travel from the Sacramento region and connect with Route 90.

If you have any questions or comments, please contact Lori Tagorda at 707-428-7590 or e-mail transit@ci.fairfield.ca.us.

Thanks for riding with us!

GK Fink, Transit Manager



Current Schedule

Route 30 - Eastbound (Fairfield to Davis/Sacramento)															
Fairfield		Vacaville	Dixon	UC Davis				Sacramento							
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St. & O St.	Arrive Between 8th & 9th on P St	Depart Between 8th & 9th on P St	
6:08	---	6:20	6:36	---	---	---	---	7:00	7:00	7:03	7:06	7:08	7:30	7:40	
6:48	6:53	7:07	7:22	7:32	7:37	7:42	7:45	8:07	8:07	8:10	8:13	8:15	8:17	8:32	
6:52	---	7:04	7:20	---	---	---	---	7:44	7:44	7:47	7:50	7:52	7:54	7:54	
11:56	12:02	12:17	12:31	---	---	12:53	12:56	1:18	1:19	1:22	1:25	1:27	1:28	1:38	
3:39	>>>> Direct Express to Sacramento >>>>>>>>							4:24	4:29	4:32	4:35	4:37	4:39	4:39	4:39
4:00	4:06	4:20	4:35	---	---	---	---	5:00	5:05	5:08	5:11	5:13	5:15	5:15	
---	---	---	---	---	---	---	---	5:42	5:47	5:50	5:53	5:55	5:57	5:57	

Route 30 - Westbound (Sacramento/Davis to Fairfield)									
Sacramento		UC Davis				Dixon	Vacaville	Fairfield	
Depart P St. & 9th St	Depart Capitol Mall	Arrive Memorial Union	Depart Memorial Union	Silo	Health Science	Market Ln. Park & Ride	Davis St. Park & Ride	Solano Mall	Arrive Transp. Center
7:54	7:57	>>>>>>> Direct Express to Fairfield >>>>>>>>							8:39 G
8:32	8:35	8:57	8:58	---	---	9:16	9:32	9:46	9:54 G
1:38	1:41	2:03	2:06	---	---	2:24	2:40	2:54	3:02 G
4:39	4:42	5:05	5:07	5:15	5:20	5:31	5:46	6:00	6:06 G
5:15	5:18	---	---	---	---	5:43	5:58	---	6:12 G
5:57	6:00	---	---	---	---	6:30	6:48	---	7:05 G

New Schedule - Effective October 1, 2009

Route 30 - Eastbound (Fairfield to Davis/Sacramento)															
Fairfield		Vacaville	Dixon	UC Davis				Sacramento							
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St. & O St.	Arrive Between 8th & 9th on P St	Depart Between 8th & 9th on P St	
6:08	---	6:20	6:36	---	---	---	---	7:00	7:00	7:03	7:06	7:08	7:30	7:40	
6:48	6:53	7:07	7:22	7:32	7:37	7:42	7:45	8:07	8:07	8:10	8:13	8:15	8:17	8:32	
6:52	---	7:04	7:20	---	---	---	---	7:44	7:44	7:47	7:50	7:52	7:54	G	
11:56	12:02	12:17	12:31	---	---	12:53	12:56	1:18	1:19	1:22	1:25	1:27	1:28	1:38	
3:39	>>>> Direct Express to Sacramento >>>>>>>>							4:24	4:29	4:32	4:35	4:37	4:39	4:39	4:39
4:00	4:06	4:20	4:35	---	---	---	---	5:00	5:05	5:08	5:11	5:13	5:15	5:15	
---	---	---	---	---	---	---	---	5:42	5:47	5:50	5:53	5:55	5:57	5:57	

Route 30 - Westbound (Sacramento/Davis to Fairfield)									
Sacramento		UC Davis				Dixon	Vacaville	Fairfield	
Depart P St. & 9th St	Depart Capitol Mall	Arrive Memorial Union	Depart Memorial Union	Silo	Health Science	Market Ln. Park & Ride	Davis St. Park & Ride	Solano Mall	Arrive Transp. Center
7:40	7:43	>>>>>>> Direct Express to Fairfield >>>>>>>>							8:25 G
8:32	8:35	8:57	8:58	---	---	9:16	9:32	9:46	9:54 G
1:38	1:41	2:03	2:06	---	---	2:24	2:40	2:54	3:02 G
4:39	4:42	5:05	5:07	5:15	5:20	5:31	5:46	6:00	6:06 G
5:15	5:18	---	---	---	---	5:43	5:58	---	6:12 G
5:57	6:00	---	---	---	---	6:30	6:48	---	7:05 G

EFFECTIVE OCTOBER 1, 2009

Fairfield and Suisun Transit (FAST) is proposing modifying westbound Route 30 to better connect with westbound Route 90. To accomplish this, the 6:08 AM bus will return to the FTC in revenue service from 9th & P Streets and the 6:52 AM bus will return to the garage directly from 9th & P Streets (no passengers). This proposal will not affect any eastbound Route 30 trips. However, it will accommodate passengers wishing to travel from the Sacramento region and connect with Route 90.

If you have any questions or comments, please contact Lori Tagorda at 707-428-7590 or e-mail transit@ci.fairfield.ca.us.

Thanks for riding with us!

GK Fink, Transit Manager



Current Schedule

Route 30 - Eastbound (Fairfield to Davis/Sacramento)														
Fairfield		Vacaville	Dixon	UC Davis				Sacramento						
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St & O St.	Arrive Between 8th & 9th on P St	Depart Between 8th & 9th on P St
6:08	---	6:20	6:36	---	---	---	---	7:00	7:00	7:03	7:06	7:08	7:30	G
6:48	6:53	7:07	7:22	7:32	7:37	7:42	7:45	8:07	8:07	8:10	8:13	8:15	8:17	8:32
6:52	---	7:04	7:20	---	---	---	---	7:44	7:44	7:47	7:50	7:52	7:54	7:54
11:56	12:02	12:17	12:31	---	---	12:53	12:56	1:18	1:19	1:22	1:25	1:27	1:28	1:38
3:39	>>>> Direct Express to Sacramento >>>>>>							4:24	4:29	4:32	4:35	4:37	4:39	4:39
4:00	4:06	4:20	4:35	---	---	---	---	5:00	5:05	5:08	5:11	5:13	5:15	5:15
---	---	---	---	---	---	---	---	5:42	5:47	5:50	5:53	5:55	5:57	5:57

Route 30 - Westbound (Sacramento/Davis to Fairfield)									
Sacramento		UC Davis				Dixon	Vacaville	Fairfield	
Depart P St. & 9th St	Depart Capitol Mall	Arrive Memorial Union	Depart Memorial Union	Silo	Health Science	Market Ln. Park & Ride	Davis St. Park & Ride	Solano Mall	Arrive Transp. Center
7:54	7:57	>>>>>> Direct Express to Fairfield >>>>>>						---	8:39 G
8:32	8:35	8:57	8:58	---	---	9:16	9:32	9:46	9:54 G
1:38	1:41	2:03	2:06	---	---	2:24	2:40	2:54	3:02 G
4:39	4:42	5:05	5:07	5:15	5:20	5:31	5:46	6:00	6:06 G
5:15	5:18	---	---	---	---	5:43	5:58	---	6:12 G
5:57	6:00	---	---	---	---	6:30	6:48	---	7:05 G

New Schedule - Effective October 1, 2009

Route 30 - Eastbound (Fairfield to Davis/Sacramento)														
Fairfield		Vacaville	Dixon	UC Davis				Sacramento						
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St & O St.	Arrive Between 8th & 9th on P St	Depart Between 8th & 9th on P St
6:08	---	6:20	6:36	---	---	---	---	7:00	7:00	7:03	7:06	7:08	7:30	7:40
6:48	6:53	7:07	7:22	7:32	7:37	7:42	7:45	8:07	8:07	8:10	8:13	8:15	8:17	8:32
6:52	---	7:04	7:20	---	---	---	---	7:44	7:44	7:47	7:50	7:52	7:54	G
11:56	12:02	12:17	12:31	---	---	12:53	12:56	1:18	1:19	1:22	1:25	1:27	1:28	1:38
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4:00	4:06	4:20	4:35	---	---	---	---	5:00	5:05	5:08	5:11	5:13	5:15	5:15
---	---	---	---	---	---	---	---	5:42	5:47	5:50	5:53	5:55	5:57	5:57

Route 30 - Westbound (Sacramento/Davis to Fairfield)									
Sacramento		UC Davis				Dixon	Vacaville	Fairfield	
Depart P St. & 9th St	Depart Capitol Mall	Arrive Memorial Union	Depart Memorial Union	Silo	Health Science	Market Ln. Park & Ride	Davis St. Park & Ride	Solano Mall	Arrive Transp. Center
7:40	7:43	>>>>>> Direct Express to Fairfield >>>>>>						---	8:25 G
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4:39	4:42	5:05	5:07	5:15	5:20	5:31	5:46	6:00	6:06 G
5:15	5:18	---	---	---	---	5:43	5:58	---	6:12 G
5:57	6:00	---	---	---	---	6:30	6:48	---	7:05 G



DATE: August 13, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Corridor Study Update

Background:

State Route (SR) 12 between Interstate 80 (I-80) in Solano County and I-5 in San Joaquin County has been an area of major safety and capacity concern for many years. For most of its length, SR 12 is a narrow 2-lane state highway with little or no shoulder room, although in Solano County it also runs through Fairfield, Suisun City and downtown Rio Vista. In Solano County, the roadway is divided between relatively flat portions on the eastern and western thirds, and rolling hills and watercourses in the middle portion. East of Rio Vista, the roadway crosses three major draw bridges over the Sacramento and Mokelumne Rivers and Potato Slough. The vertical and horizontal curves are less, but the roadbed is on unstable soil. Along the entire route, there are public and private roadways that cause problems for drivers entering or exiting the roadway, heavy volumes of commuters, recreational users and trucks. Caltrans District 10 completed a corridor study for SR 12 east of the Sacramento River Bridge in 2006, while STA performed a Major Investment Study in 2001.

In late 2006, the STA Board reactivated the SR 12 Steering Committee because of growing concerns about safety and capacity on SR 12. In March of 2007 there were 6 fatalities on SR 12 between I-80 and I-5, garnering statewide attention. At that time, STA and the San Joaquin Council of Governments (SJCOG) staff and elected officials began discussing the need for a comprehensive study of the corridor, from I-80 to I-5, and including Sacramento County. The Director of the California Department of Transportation (Caltrans) and several state legislators also supported this idea.

Discussion:

The Metropolitan Transportation Commission (MTC) has been working with STA, SJCOG, the Sacramento Area Council of Governments (SACOG), Caltrans Districts 3, 4 and 10 and Caltrans Headquarters to develop a scope of work for a SR 12 corridor study. MTC has used the services of the engineering firm PBS&J, who has worked with MTC on several Freeway Performance Initiative corridor studies, to develop the scope. In early August, all of the parties agreed to the scope of work for the Corridor Study update. The estimated cost of the study is \$955,647. Caltrans has committed to funding \$500,000 of the study, with MTC, STA, SACOG and SJCOG providing the remaining funds. Only SACOG has yet to commit funding to the project.

Caltrans has asked MTC to enter into a Fund Transfer Agreement and to be the lead agency for the study. MTC plans to take a resolution to the Commission in September in order to enter into the fund transfer agreement. STA and SJCOG are striving to reach an

agreement with SACOG on funding responsibilities by late August in order to be able to commit to their share of the funds before the MTC Commission vote. If MTC approves the agreement, it is expected the study will begin in November 2009. The scheduled completion date is February 2011.

The proposed funding split between STA/MTC, SACOG and SJCOG is based upon the percentage of the corridor length in each jurisdiction. The corridor from I-80 to I-5 is 41.55 miles. Proportionally, STA has 59.9% of the length, SACOG has 14.5% of the length and SJCOG has 25.6% of the length. An even distribution of the funding responsibility for the \$455,000 not covered by Caltrans is therefore \$272,731 split between STA and MTC, \$66,126 from SACOG and \$116,790 from SJCOG.

Because of the low number of SACOG residents using SR 12, the proportional cost of the study born by SACOG may be reduced. A funding split of \$300,000 for STA and MTC, \$38,857 from SACOG and \$116,790 from SJCOG would allow for this adjustment, and can be accommodated by the STA and MTC budgets.

Finally, STA's funds are available for the current fiscal year (FY 2009-10), while SACOG funds are not. The STA and MTC funds would therefore be used to cover any non-Caltrans expenses in FY 2009-10, with SACOG and SJCOG contributions being available in FY 2010-11 to finish the study.

Fiscal Impact:

The STA Fiscal Year 2009-10 (FY 2009-10) budget includes \$75,000 of STIP PPM money for the SR 12 Corridor Study. The preliminary FY 10-11 has up to \$75,000 in STIP PPM funding budgeted for the SR 12 Corridor Study.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to enter into a SR 12 Corridor Study funding agreement with MTC, Caltrans, San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG) for an amount not to exceed \$150,000.



DATE: August 12, 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; the final Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan was issued on May 18, 2009. The major focus of the new MTC CMP Guidance memo is compliance with the new goals of the RTP.

In preparing the CMP update, STA has not identified any needed changes to the CMP network. In past years, the CMP update included new traffic counts for the CMP network, performed by each jurisdiction in June of the update year. For the 2009 Solano CMP, the traffic counts on the CMP network roadways were not updated. Although the economy was strong in 2007, it began a significant retraction in 2008 that carried over into 2009. In addition, public works staff and budgets for each of the 7 cities and the county have been reduced. Finally, the update of the Napa-Solano Travel Demand Model, including creation of a 2010 scenario that closely reflects 2009 conditions, provided an additional check on traffic counts. The 2010 model scenario shows few differences from the 2007 CMP traffic counts. For all of these reasons, the STA did not require submittal of new traffic counts on the CMP network for 2009.

The text of the CMP has been substantially updated in the Travel Demand element (Chapter IV), and a new Element (Support of the RTP) has been added as Chapter VI. In addition, the Capital Improvement Program (CIP) has been substantially changed, in order to be consistent with the CIP in the updated RTP.

The schedule adopted by the MTC requires final CMP documents to be submitted to MTC for review and a determination of consistency no later than September 21, 2009. This is earlier than the schedule used in past CMP cycles, and allows less time for the TAC to review and comment upon the draft CMP. The draft CMP is to be distributed to each TAC member prior to the TAC with comments on the draft requested by August 24, 2009. Staff will review the comments and provide an update at the August 26th TAC meeting.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the ST Board to approve the 2009 Solano Congestion Management Plan, and transmit the CMP to the Metropolitan Transportation Commission for review and approval.

Attachment:

- A. Solano Congestion Management Program – September 2009 (This attachment has been provided to the STA TAC members under separate enclosure. To obtain a copy, please contact the STA (707) 424-6075.)



DATE: August 11, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
Robert Guerrero, Senior Planner
RE: Comprehensive Transportation Plan (CTP) Update – Arterials, Highways
and Freeways State of the System Report

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system and the goals for the system at the end of the time period covered by the CTP (2035). Each of the three CTP steering committees has adopted a Purpose Statement and Goals. Each of the Committees will also be asked to review and adopt a State of the System report for the CTP Element they review.

The STA has not previously prepared comprehensive State of the System reports for any of its CTP elements. Each report will address three areas: what is the "system" being reported on; what are the physical facilities that make up the system; and what are the programs and/or operational characteristics of the system.

Discussion:

The State of the System – Arterials, Highways, and Freeways report examines Solano County's Routes of Regional Significance roadway network. The report is divided into three sections:

1. Interstate Corridors
2. State Route Corridors
3. Local Roads

Each section has a physical description of the roadway facility, a discussion on traffic conditions and safety. The roadway information was taken directly from recent studies or reports. Caltrans' Traffic Safety Data Branch Traffic Counts and CHP Statewide Integrated Traffic Report Survey (SWITRS) data was used for corridors that did not have recent studies or plans. However, there were State Routes with outdated, conflicting or little data to report. STA staff noted these in the State of the System for further discussion and direction at the Arterials, Highways and Freeways Subcommittee as the CTP Element is further developed. STA staff is proposing the upcoming discussions with the Arterials, Highways and Freeways Subcommittee include objectives/policies regarding standardized data collection (including regular data updates) and corridor studies and plans for all freeways and State Routes in Solano County.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Arterials, Highways, and Freeways Subcommittee to approve the Draft “State of the System – Arterials, Highways, and Freeways” Report included as Attachment A.

Attachments:

- A. Draft “State of the System – Arterials, Highways, and Freeways” Report

Draft
State of the System:
Arterials, Highways,
and Freeways

Existing Conditions Report
August 2009

INTRODUCTION

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County, works with the County of Solano and the seven cities, the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), Federal Highway Administration (FHWA) and other agencies to coordinate planning, funding and construction of improvements to Solano County's major roadway systems.

In September 2007, the STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document and consists of three main elements: Alternative Modes Element; Arterials, Highways and Freeways Element; and Transit Element.

On January 14, 2009, the STA Board approved a list of highway, freeway and roadway segments throughout the county that collectively formed a network of priority roadways called the Solano County Routes of Regional Significance. The Routes of Regional Significance are routes deemed critical for maintaining existing mobility between the County and through the cities. The STA's countywide transportation planning and funding activities are prioritized for roadway segments included in the Solano County Routes of Regional Significance. A map of the Solano County Routes of Regional Significance is included as Figure 1 on page 22. A complete list of roadway segments included in the Routes of Regional Significance is included as Appendix A of this report. In addition, Appendix B includes the criteria used by the STA to identify the roadway segments for inclusion in the Routes of Regional Significance.

The purpose of this report is to provide information on the state of Solano County's roadway system included in the STA's Routes of Regional Significance.

Existing Conditions by Corridor

Solano County has four Interstate corridors, seven state-highway routes, and numerous arterials providing intra- and inter-county connections. Interstate corridors are a network of freeways of national defense importance. These freeway routes were created by Congress and constructed with Federal-aid Interstate System Funds. In Solano County, these include Interstate 80, 505, 680, and 780.



State highway routes are state highways that serve intrastate and interstate travel. State Route (SR) 12, SR 29, SR 37, SR 84, SR 113, SR 220 and a brief segment of SR 128 run through Solano County.

Table 1 summarizes the Average Annual Daily Traffic (AADT) for trips coming in and out of Solano County. Caltrans AADT Data is generally developed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The AADT is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Few locations in California are actually counted continuously. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present.

Table 1. 2008 AADT for trips coming in and out of the county Summary

	County Line	Total
I-80	CARQUINEZ BRIDGE	234,000
	JCT. RTE. 113 NORTH	230,000
I-680	CONTRA COSTA/SOLANO COUNTY LINE (MARTINEZ-BENICIA BRIDGE)	200,000
I-505	SOLANO/YOLO COUNTY LINE	45,000
SR 12	SOLANO/NAPA COUNTY LINE	62,000
	SOLANO/SACRAMENTO COUNTY LINE	42,000
SR 37	SONOMA/SOLANO COUNTY LINE	65,000
SR 29	SOLANO/NAPA COUNTY LINE	63,000
SR 84	SOLANO/YOLO COUNTY LINE	700
SR 220	SOLANO-SACRAMENTO COUNTY LINE	540
SR 128	NAPA COUNTY-SOLANO COUNTY	5,200
	SOLANO -YOLO COUNTY LINE	5,200

Over the last six years, Solano County has had major transportation improvements constructed on its highways and freeway network:

1. Al Zampa Bridge Project (Carquinez Bridge). The new bridge span was constructed with three westbound lanes, a High Occupancy Vehicle (HOV) lane and a pedestrian/bicycle lane. The project was completed on time and within budget. It was funded entirely with local Regional Measure 1 funds passed by Bay Area voters in 1988. Completed in 2003.
2. I-80/680 Interchange Auxiliary Lane Project. The I-80/I-680 Auxiliary Lane project added a fifth through-lane in each direction on I-80 between I-680 and State Route 12 (east), as well as expanded the existing connector ramp to lanes between I-80 and I-680 from one to two lanes in both directions. Completed in 2004.
3. SR 37/29 Interchange Project. Caltrans improved State Route 37 to a four-lane freeway in each direction from the Napa River Bridge to Diablo Street in Vallejo. A cloverleaf interchange was also constructed at the SR 37/29 Interchange. Completed in 2005.

4. George Miller Bridge Project (Benicia Martinez Bridge). The bridge improvement project was constructed to include five northbound lanes, four southbound lanes, a bicycle pedestrian lane, and capacity to add future light rail service. Project was funded by voter approved Regional Measure 1 and 2. New bridge span completed in 2007. Retrofit of original bridge under construction.
5. SR 12 Safety Improvements. Caltrans completed several safety projects on SR 12 in 2007 and 2008. These included an installation of a temporary median concrete barrier east of Walters Road in Suisun City to Shiloh Rd, rumble strips and centerline channelizers, safety changeable signs, shoulder widening and speed radars.

The STA in coordination with the County of Solano, seven cities, member agencies, Caltrans and MTC anticipates 13 additional major construction improvements over the next four years. Figure 2 provides a summary of these projects including anticipated completion dates as of April 2007. A total of \$633 million in construction funds have been secured for safety projects on SR 12, I-80 pavement rehabilitation projects and HOV/Carpool lanes, California Highway Patrol's Truck Scale relocation, road improvements along the Jepson Parkway, and access improvements to Travis Air Force Base.

The STA, Caltrans, MTC and other partnering agencies have completed several corridor studies and transportation plans for Solano County's major freeway corridors. Existing conditions for I-80, I-680, I-780, SR 113, SR 12, and SR 29 provided in this Report was provided directly from the following studies and plans:

a. MTC's Freeway Performance Initiative (2008)

The Solano County I-80 and I-680 North Freeway Performance Initiative (FPI) studies served as the primary sources for the existing conditions related to both corridors in this report. The FPI program was funded by MTC and examined a number of freeway corridors within the Bay Area. The objective of the FPI was to develop freeway strategic plans for each corridor by performing a technical assessment that included identification of major bottlenecks, determination of the causes of traffic congestion, development of potential mitigation strategies, and an assessment of their effectiveness.

b. SR 12 Major Investment Study (2001 and 2006)

The State Route (SR) 12 Major Investment Study assessed the physical improvements and management practices necessary to appropriately serve future travel demand on SR 12 between Interstate 80 and the Rio Vista Bridge. The initial SR 12 Major Investment Study was completed in 2001 followed by a technical update completed in 2006. There are currently several Caltrans safety improvement projects underway along the corridor between east of Shiloh Road and the City of Rio Vista. The SR 12 MIS was an instrumental planning study that provided technical data for prioritizing safety projects along the SR 12 corridor. The SR 12 MIS remains the most comprehensive document for SR 12 east; however, an update of the traffic data, travel forecast, and project prioritization is planned through a joint partnership with Caltrans, MTC, San Joaquin Council of Governments (SJCOG) and the STA in 2010.

c. SR 113 Major Investment and Corridor Study (2009)

The purpose of the SR 113 MIS is to identify the current and future traffic and transportation needs in the corridor and to develop an implementation plan that identifies the operational and safety improvement needs. The report reviewed traffic operations, safety, goods movement, financing, railroad crossings, traffic signals, and other transportation planning issues in this corridor, which is located in eastern Solano County. The study is focused on the portion of SR 113 between SR 12 and the Solano/Yolo County line in Davis.

d. I-680/I-780/I-80 Major Investment and Corridor Study (2004)

The I-80/I-680/I-780 Major Investment and Corridor Study was the first major comprehensive study developed by the STA for the three major freeway corridors in Solano County. The purpose of the document is to evaluate the existing and future transportation networks within the study corridors, and to develop a long range prioritization list of multi-modal improvements necessary to serve existing and future transportation needs.

e. I-80/I-680/I-780 Corridors Highway Operations and Implementation Study (2009)

The I-80/I-680/I-780 Corridors Highway Operations and Implementation Study is phase two of the original Major Investment Study for the three corridors. The focus of this study was to develop operational improvements and recommendations for a long range Intelligent Transportation System (ITS) including ramp metering, closed circuit television cameras (CCTV), vehicle detection, and highway advisory radios.

f. MTC's 2008 State of the System Report (2008)

Since 2001, MTC and Caltrans have annually gathered data and statistics summarizing the performance of the Bay Area transportation system. The report summarizes key facts and performance indicators for freeways, local roadways, transit, goods movement, and bicycle and pedestrian travel in the region on an annual basis.

g. Napa County Transportation and Planning Agency's South County SR 29 Corridor Study Report (2005)

The South County SR 29 Corridor Study represents the initial analysis effort by the Napa County Transportation Planning Agency to address long-range transportation planning in the area. This study is intended to be a planning-level analysis that examines roadway volume demand and capacity levels at a broad link-based approach.

h. Solano Travel Safety Plan (2005)

The purpose of the Solano Travel Safety Plan is to identify travel safety deficiencies in Solano County and recommend a program of cost-effective travel safety programs and projects. The Safety Plan includes a funding strategy for each proposed program or project that addresses the criteria for the applicable funding sources.

i. Solano Congestion Management Program (CMP) (2007)

The Solano CMP is a mobility monitoring and planning tool for California counties that contain an urbanized area with a population of 200,000 or more. As the Congestion Management Agency for Solano County, the STA has revised the Solano County CMP

once every two years since 1991. Major components of the CMP included the CMP System defined, LOS standards, and model forecasts.

The remaining highway and freeway segment information was developed from data provided by Caltrans traffic counts, California Highway Patrol's Statewide Integrated Traffic Reporting System (SWITRS) and the Solano Napa Travel Demand Model where available.

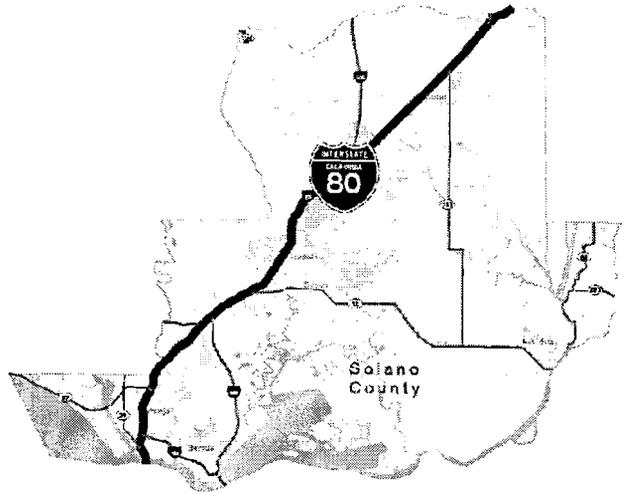
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Interstate Corridors

I-80, I-680, I-780, I-505

I-80 Corridor

Responsible Agency:	Caltrans
Length of facility:	44 miles
Number of lanes :	3-4 lanes each direction
Median Barrier:	Yes
HOV Lane:	No (under construction)
No. of Interchanges:	38



I-80 extends 44 miles in Solano County from the Al Zampa (formerly Carquinez) Bridge to the Solano/Yolo County line. According to MTC's I-80 Corridor Freeway Performance Initiative 2008 report, the I-80 Corridor supports several travel markets including freight and goods movements, recreational trips, interstate trips, intrastate/regional trips, and intercity/local travel. It is the major freeway facility serving a significant amount of locally-generated traffic in cities located along the corridor such as Vallejo, Fairfield, Vacaville, Dixon, Davis and Sacramento. The I-80 Corridor connects the Bay Area and the Sacramento Valley to the northern United States as it extends eastward from San Francisco to New Jersey. In addition to serving the needs of local travel, I-80 is an important route for intrastate and interstate commerce. It also serves as a route to major recreational destinations such as Six Flags Discovery Kingdom in Vallejo, the Sacramento Delta, Lake Tahoe and Napa Valley.

I-80 Traffic Conditions

MTC's I-80 Corridor Freeway Performance Initiative reported the average daily traffic volumes (two-way) along the I-80 Corridor range from 78,000 to 240,000 vehicles per day.

A trip from the Al Zampa/Carquinez Bridge to I-5 in Sacramento takes 55 minutes during off-peak times when traffic is free flowing. On weekdays during the PM peak, this same trip could take nearly twice the time, or 1 hour and 40 minutes when congestion delay and buffer time are added to the journey time to ensure on time arrival. On Friday afternoon this same trip takes as much as 2 hours and 11 minutes due to these same factors. Based on the recurrent congestion locations, total annual delay on the I-80 Corridor is approximately 6.1 million vehicle hours.

The I-80 Corridor Freeway Performance Initiative defined traffic congestion as segments operating at or under 35 mph for a period of 15 minutes or more. Four segments of I-80 were identified as operating under these conditions as described below and shown in Exhibit 1.

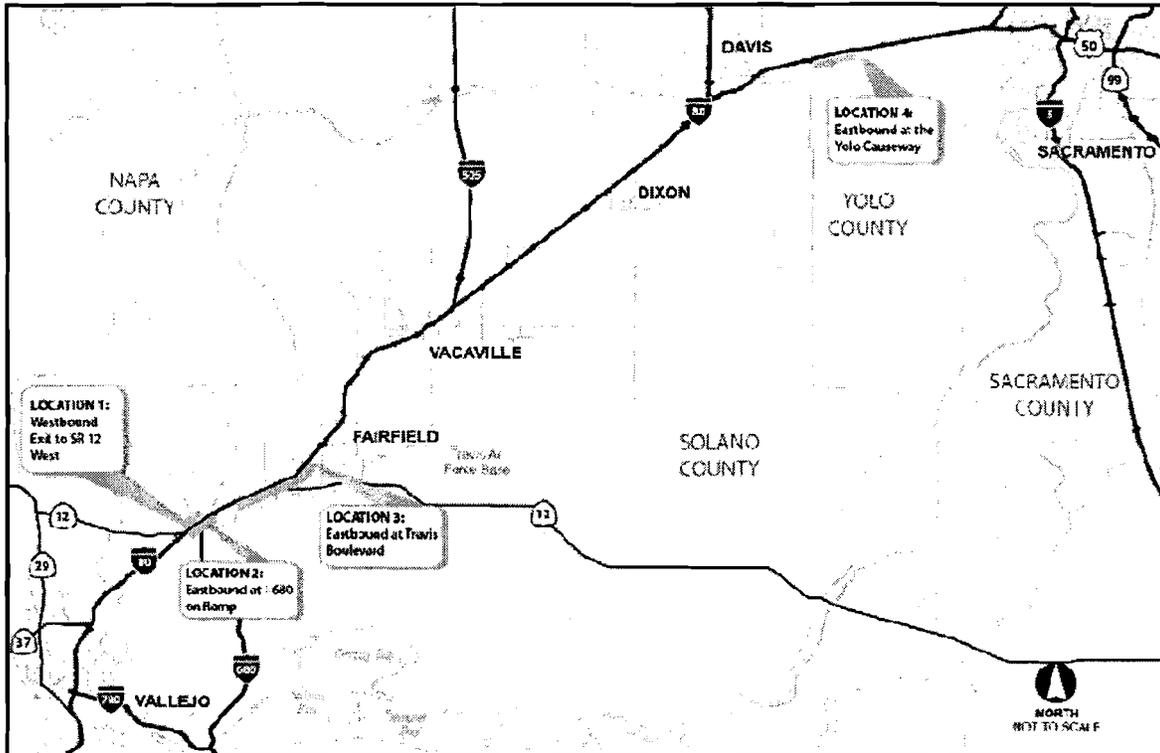


Exhibit 1. High Congestion Locations (Source: 2008 MTC I-80 Freeway Performance Report)

AM Peak:

- Location 1: Westbound from SR 12 West exit ramp to west of the westbound I-80/southbound I-680 connector

PM Peak:

- Location 2: Eastbound from I-680 on ramp to just west of the SR 12 West on ramp
- Location 3: Eastbound between the Travis Boulevard on ramp and the Airbase Parkway off ramp to near the Cordelia truck scale
- Location 4: Eastbound from the Yolo Causeway and CR 32-A/32-B interchange to just west of the Mace interchange in Yolo County

The FPI reports that during the AM peak, congestion occurs at the SR 12 exit as a result of the high exiting volumes, high percentage of truck traffic (the westbound Cordelia truck scale is located just in advance of the exit ramp) and steep grades on westbound SR 12 after the exit. The FPI report used traffic count data that was prior to the SR 12 truck climbing lane project.

In the PM peak, congestion at the I-680 on ramp is due to merging traffic from I-680 joining a heavily traveled section of I-80 eastbound. The eastbound queue extends approximately 1.55 miles to just west of SR 12 West on weekdays, but on Friday afternoons the queue extends 2.55 miles to west of Red Top Road Interchange.

A bottleneck also occurs between the Travis Boulevard on ramp and the Airbase Parkway off ramp due to high demand and ramp merge and diverge movements between these ramps. The queue in this area extends for approximately 4 miles to near the Cordelia truck scale during weekdays.

Finally, PM peak congestion occurs for 4.55 miles from the Yolo Causeway and CR 32-AA/32-B interchange to just west of the Mace interchange as well in Yolo County. The congestion occurs when high traffic demand approaching the causeway is combined with traffic entering I-80 from the CR 32-AA/32-B interchanges and to a lesser extent at the Mace interchange.

Of the studies and plans surveyed, an origin and destination analysis for vehicles travelling on the I-80 corridor is lacking. However, STA staff is currently utilizing the Solano Napa Travel Demand Model would be able to provide this information in a follow up report.

I-80 Truck Traffic

According to MTC’s I-80 FPI Report, I-80 is the second longest interstate route in the U.S. extending nearly 3,000 miles from San Francisco to Teaneck, New Jersey. As such, it is a major route for interstate commerce originating from and destined to the Bay Area. Along this section of the I-80 Corridor there is a truck weigh station and inspection facility at Cordelia (just south of Fairfield) which serves both directions of travel. Truck and heavy vehicle traffic is around 9 percent of daily vehicle trips from Sacramento County to Solano County and the San Francisco Bay Area.

I-80 Safety Information

Accident data from September 1, 2003 to August 31, 2006 were collected for the MTC’s I-80 FPI Report at six different segments of the I-80 Corridor in each direction and are summarized in Exhibit 2. During this three year period there was a total of 4,941 accidents reported along the I-80 Corridor. During this time, 3,626 were reported as multi-vehicle accidents, 1,321 were reported as injury accidents and 36 were reported as fatalities. Based on this data, there is an average of 4.5 accidents per day along the I-80 Corridor. Of all the segments analyzed, only the 7.8 mile westbound segment between Air Base Parkway and Red Top Road had an overall accident rate that is greater than the statewide average for similar facilities.

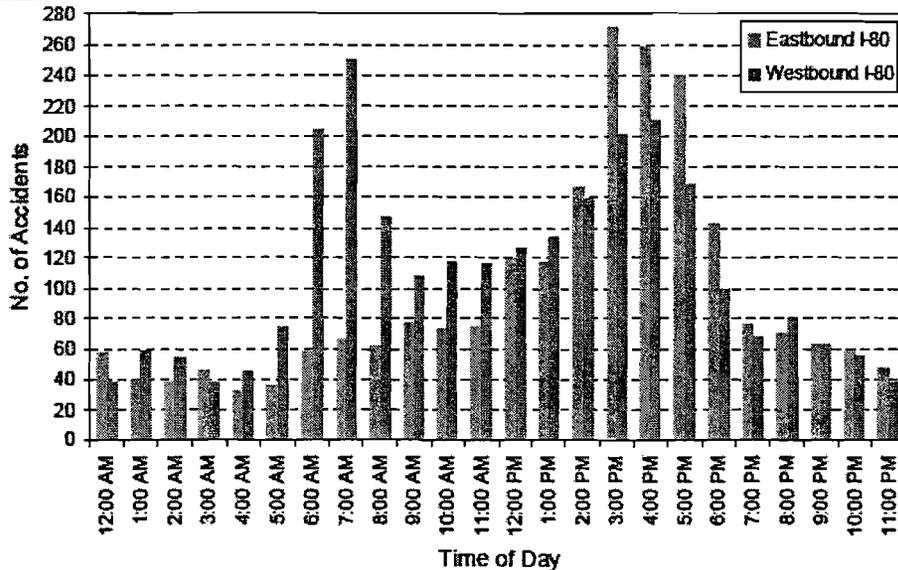
Exhibit 2: Accident Summary – September 2003 through August 2006

I-80 Segment in Solano County		Dir	Segment Length (Miles)	No. of Accidents						Total Persons	
				Total	Fat	Inj	Mult. Veh.	Wet	Dark	Killed	Injured
Bridge Toll Plaza	to RT 371-80 Interchange	EB	5.04	347	1	110	283	69	98	1	182
RT 371-80 Interchange	to American Canyon	EB	2.42	74	1	22	47	21	28	1	34
American Canyon	to Air Base Parkway	EB	11.07	899	4	225	719	112	210	5	336
Air Base Parkway	to Leisure Town	EB	10.68	457	4	134	278	77	170	5	193
Leisure Town	to Kidwell Rd	EB	11.40	385	6	99	237	51	133	9	143
Kidwell Rd	to Richards Blvd	EB	3.46	125	1	38	75	19	35	1	63
Richards Blvd	to Kidwell Rd	WB	3.46	89	2	29	52	11	44	2	50
Kidwell Rd	to Leisure Town	WB	11.40	325	3	64	203	31	124	6	132
Leisure Town	to Air Base Parkway	WB	10.68	557	5	177	469	121	198	5	278
Air Base Parkway	to Red Top Road	WB	7.78	1017	4	251	851	165	224	7	432
Red Top Road	to Columbus Parkway	WB	10.83	202	4	59	115	52	73	4	105
Columbus Parkway	to Carquinez Bridge	WB	5.68	364	1	93	298	69	114	1	155
Estimated Total on I-80 Corridor				4941	36	1321	3626	799	1451	47	2110

Accidents on I-80 in Solano County by time of day and direction of travel are shown in Exhibit 3. The pattern of accidents closely correlates to the pattern of hourly traffic volumes along the

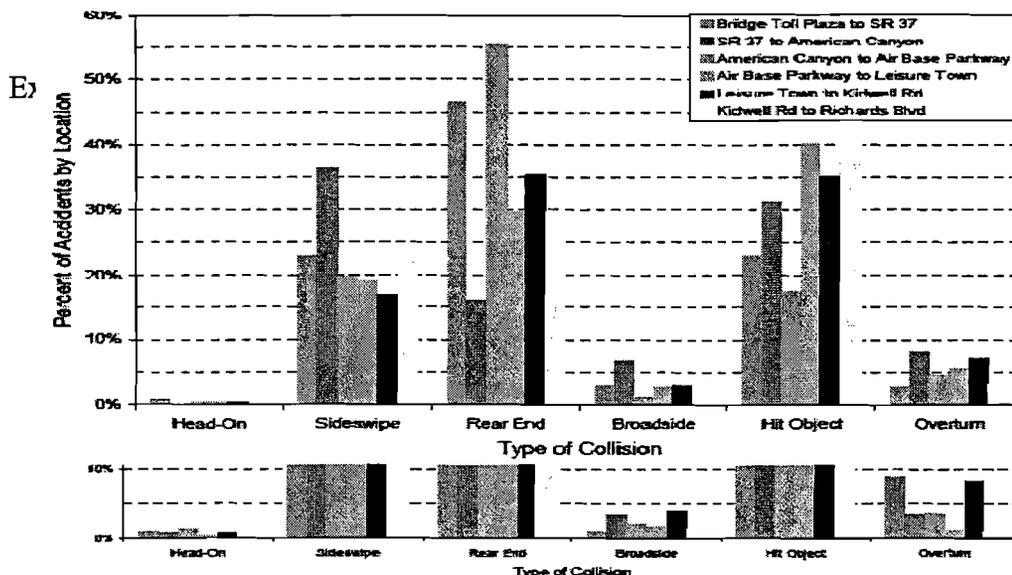
corridor. In other words, more accidents occur during those hours when the traffic flows are peaking in the morning and afternoon than during other hours of the day. Overall, about 45% of the accidents on the I-80 in Solano County over the last 3 years have occurred during the six hours of the morning (6:00 to 9:00 am) and afternoon (3:00 to 6:00 pm) peak periods indicating that high traffic volumes is contributing factors.

Exhibit ??? Accidents by Time of Day – September 2003 through August 2006



Eastbound and Westbound accidents by type and by segment for I-80 in Solano County are shown in Exhibit ??? and ???. At several of the segments along the corridor rear-end collisions are the predominate type of accident. Accidents of this type are typically associated with congested conditions where stop and go driving takes place either due to recurrent congested conditions, or incidents along the corridor. Each of these locations with high occurrences of rear-end collisions is discussed briefly as follows:

Exhibit ??? Eastbound Accidents by Type- September 2003 through August 2006

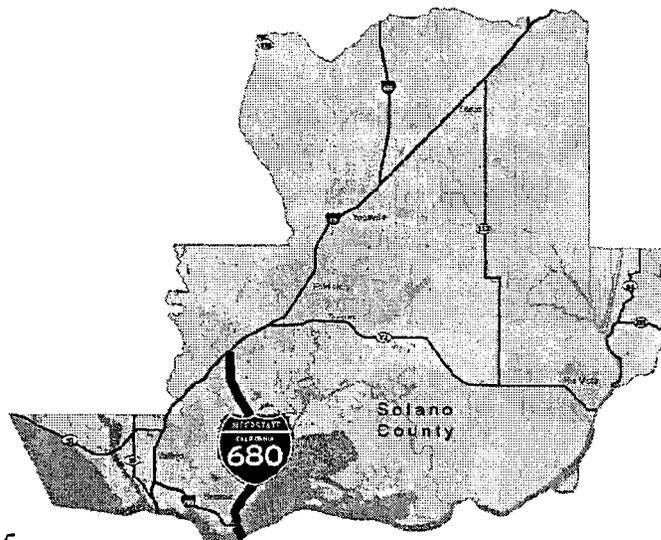


Current Project on I-80: I-80 Roadway Rehabilitation and Final HOV Lane Paving Project

This project is to resurface, restore and rehabilitate the highway along Interstate 80 in Solano County in Fairfield from 0.4 mile west of Route 12 overcrossing to 0.8 mile east of Air Base Parkway overcrossing. The project will incorporate roadway rehabilitation with completion of final paving for the HOV lanes project along I-80, from Route 12 East to Putah Creek in Solano County. It is the first American Reinvestment and Recovery Act (Recovery Act)-funded highway project in California.

I-680 Corridor

Responsible Agency: Caltrans
Length of facility: 11.5 miles
Number of lanes : 2 lanes each direction (not including Benicia Martinez Bridge Plaza)
Median Barrier: Yes
HOV Lane: None in Solano County. Contra Costa County has HOV Lane up to the Benicia Martinez Bridge
No. of Interchanges: ???



The I-680 corridor in Solano County connects the City of Fairfield to the City of Benicia and extends 11.5 miles from I-80 to the Benicia-Martinez Bridge at the Solano/Contra Costa County Line.

According

to MTC's I-680 FPI Report, a major feature of I-680 is the Benicia-Martinez Bridge that links Solano and Contra Costa Counties and is located just south of the I-780 interchange. The Benicia-Martinez Bridge is a toll facility that includes a toll plaza for northbound traffic. Until August 2007, the bridge was three lanes in each direction, with nine lanes at the toll plaza, including two "wavethrough" toll booths/lanes for 3+ HOVs. The new Benicia-Martinez Bridge Project features the construction of a new five-lane bridge east of the existing bridge. The new span accommodates northbound traffic with four mixed-flow lanes and one slow-vehicle lane. With completion of this span in August 2007, the toll plaza is located at the south end of the bridge with 9 booths, one carpool bypass lane and two open road tolling lanes. The existing bridge is being modified to accommodate four mixed-flow lanes of southbound traffic and a two-way bicycle/pedestrian lane.

I-680 Traffic Conditions

As part of the I-80, I-680, I-780 Operational Improvement Plan, DKS consultants summarized the existing traffic congestion based on MTC's I-680 FPI Report as follows.

The existing conditions assessment conducted as part of the I-680 North FPI study was performed prior to the opening of the new northbound span and toll plaza at the Benicia-Martinez Bridge. Since the opening, congestion has decreased in the area around the bridge and toll plaza. As such, follow-up observations in this area were performed for this report and used to update the existing conditions assessment presented below.

Within Solano County, one segment of I-680 currently experiences congestion during the AM peak period while two were identified during the PM peak period as listed below and shown in Exhibit ???.

AM Peak:

- Location 5: Southbound I-680/Eastbound I-780 Interchange approaching the north end of the Benicia-Martinez Bridge

PM Peak:

- Location 6: Northbound from the I-80 interchange to south of the Cordelia Road off-ramp
- Location 7: Southbound approaching the north end of the Benicia-Martinez Bridge

During the AM peak, southbound traffic approaching the north end of the Benicia-Martinez Bridge slows to below 40 miles per hour. This is due to the bridge approach geometry including the horizontal curve on the mainline and the limited sight distance for the merge with I-780. It should be noted that this approach will be improved as part of the Benicia-Martinez Bridge project.

Prior to the opening of the new northbound span and toll plaza, congestion also occurred in the northbound direction extending from the toll plaza south due to the toll plaza operations. Since the opening of the new bridge, the level of congestion associated with the toll plaza has decreased significantly. Also, because the new toll plaza is located at the south end of the bridge, any queuing occurs within Contra Costa County only.

During the PM peak period, congestion occurs in the northbound direction between south of the I-80 interchange and south of the Cordelia Road off ramp is due to the capacity constraints at the merge onto I-80. In the southbound direction, traffic approaching the north end of the Benicia-Martinez Bridge slows to below 40 miles per hour due to the bridge approach geometry including the horizontal curve on the mainline and the limited sight distance for the merge with I-780.

MTC’s I-680 FPI Report provided a traffic origin and destination analysis based on a select link analysis using the Contra Costa Countywide Travel Demand Model. The select link analysis provides a snap shot of where the traffic from a specific roadway segment (or link) is coming from and going to. The analysis was conducted using 2000 AM peak hour model data for eight locations on I-680 that stretched from Solano County to Alameda County. **Exhibit ???** displays the results of this analysis.

Exhibit ??? I-680 Origin and Destination Summary

Origin	Destination							
	N/O Benicia Bridge	SR 4 E/O SR 242	SR 4 W/O I-680	Central County ¹	West on SR 24	South County	S/O Alameda (AC County)	Other
I-680 N/O I-780 Interchange		4%	0%	41%	3%	6%	22%	24%
I-680 at Benicia Bridge		6%	0%	61%	3%	7%	23%	0%
Westbound SR 4 (E/O SR 242)	7%		9%	39%	25%	8%	12%	0%
Eastbound SR 4 (W/O I-680)	1%	18%		72%	0%	5%	4%	0%
Central County (Martinez to Walnut Creek)	7%	6%	5%		27%	30%	26%	0%
Eastbound on SR 24 (W/O Pleasant Hill)	9%	6%	0%	50%		22%	12%	0%
South County (Alameda to San Ramon)	2%	2%	0%	44%	16%		36%	0%
Northbound I-680 (S/O Alameda)	11%	6%	0%	46%	2%	35%		0%

Notes:
¹ Central County includes the cities of Martinez, Concord, Pleasant Hill, Walnut Creek, and Clayton and surrounding communities

I-680 Truck Traffic

MTC's I-680 FPI Report provided a brief analysis of truck traffic on I-680. The report obtained data from Caltrans 2005 Truck Traffic report; however, data sampled for this report was mostly derived from locations in 2000. The I-680 FPI Report indicated that the segment of I-680 south of Lake Herman Road truck traffic constituted 5.33% of the total Average Annual Daily Traffic count for that segment. This percentage of truck traffic was fairly consistent throughout the corridor locations surveyed in Contra Costa and Alameda County.

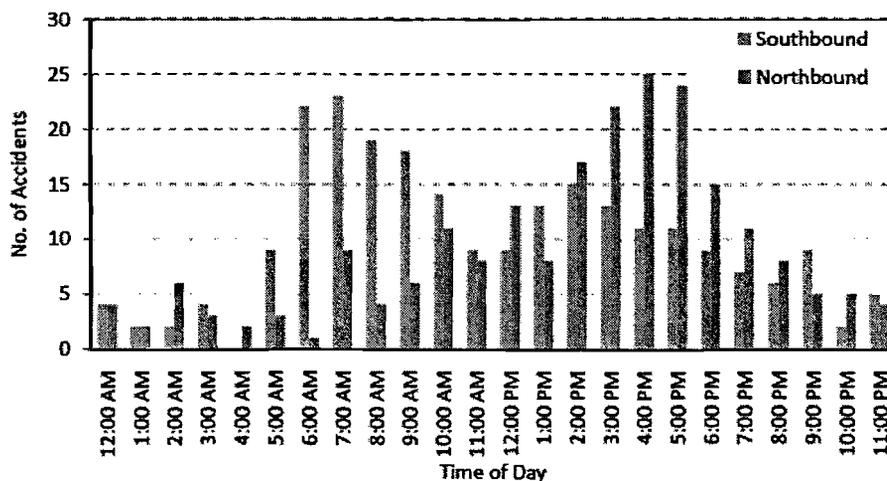
I-680 Safety Information

The I-80/I-680/I-780 Operations Improvement Plan summarized accident data for the segment between the Benicia-Martinez Bridge toll plaza and the interchange with I-80. Data was collected in each direction from September 1, 2003 to August 31, 2006. As shown in **Exhibit ????**, during this three year period there was a total of 453 accidents reported along the I-680 corridor in Solano County for an average of 1.2 accidents per day. Of these, 127 were reported as injury accidents and 3 were reported as fatalities. Shown in **Exhibit ????**, accident rates for both directions of I-680 in Solano County are below the statewide average accident rates for similar facilities and area types. This may be due to the relatively low level of congestion, on the whole, along I-680 through the county.

Exhibit ???? I-680 Accident Summary – September 2003 through August 2006

Direction				Segment Length (Miles)	No. of Accidents								
					Segment Quantity				Segment Rates			Statewide Rates	
					Total	Fat	Inj	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
Bridge Toll Plaza	to	I-680/I-80 Interchange	NB	13.12	216	1	69	0.002	0.16	0.51	0.014	0.32	0.83
I-580/I-80 Interchange	to	Bridge Toll Plaza	SB	13.12	237	2	58	0.004	0.12	0.49	0.014	0.32	0.84
Total					453	3	127						

Accidents on I-680 in Solano County by time of day and direction off travel are shown in **Exhibit ????** where it can be seen that the pattern of accidents closely correlates to the pattern of hourly traffic volumes along the corridor. In other words, more accidents occur during those hours when the traffic flows are peaking in the morning and afternoon than during other hours of the day. Overall, about 41% of the accidents on I-680 in Solano County over this 3 year period occurred during the six hours of the morning (6:00 to 9:00 AM) and afternoon (3:00 to 6:00 PM) peak periods indicating that high traffic volumes are contributing factors.



Northbound and Southbound accidents by type and by direction for I-680 in Solano County are shown in Exhibit ??? and Exhibit ???. Along the corridor, hit-object collisions are the predominate type of accident that occurs. Accidents of this type are typically associated with poor sight line conditions or high vehicle speeds.

Exhibit ??? I-680 Northbound Accidents by Type – September 2003 through August 2006

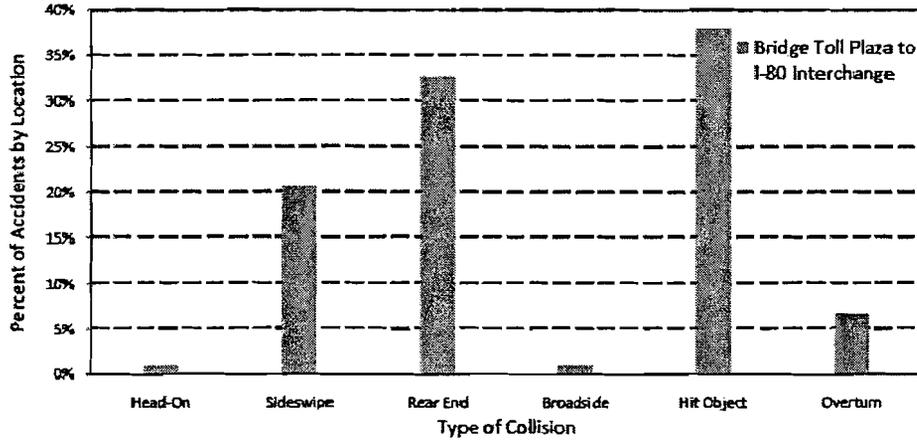
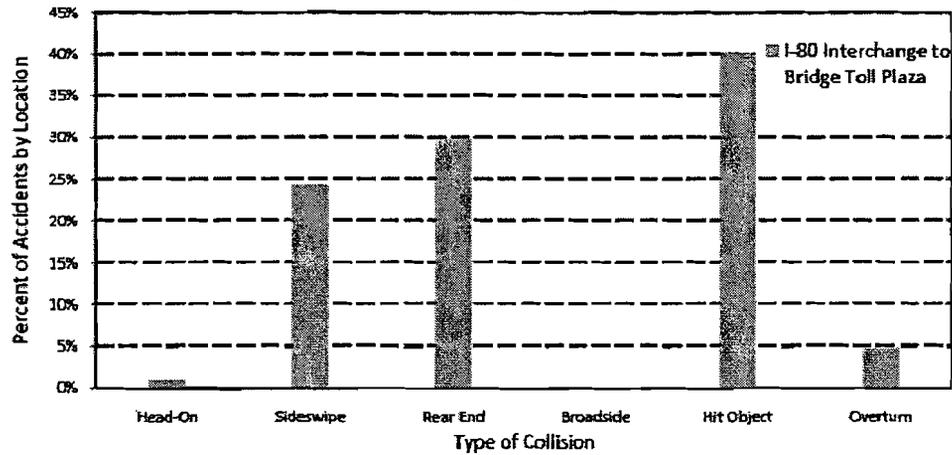


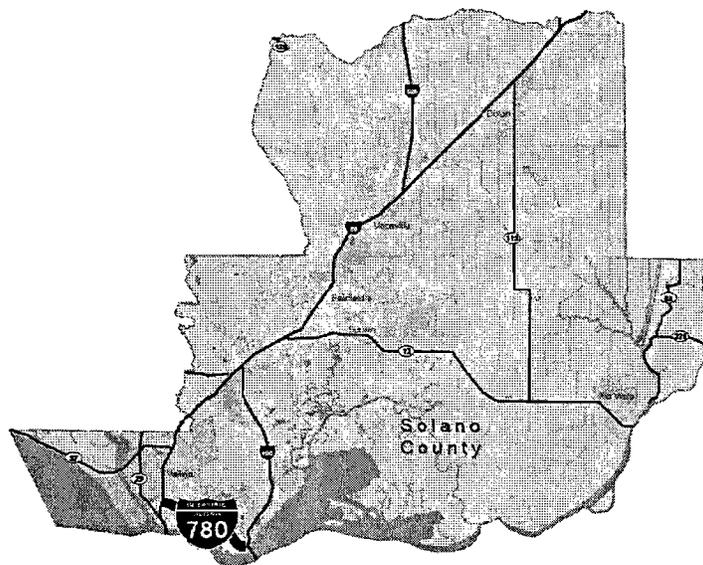
Exhibit ??? I-680 Southbound Accidents by Type – September 2003 through August 2006



I-780 Corridor

Responsible Agency:	Caltrans
Length of facility:	6.5 miles
Number of lanes :	2 lanes each direction
Median Barrier:	Yes
HOV Lane:	No
No. of Interchanges:	???

The I-780 Corridor in Solano County extends 6.5 miles from I-680 at the Benicia/Martinez Bridge to I-80. The corridor provides a direct freeway connection to the cities of Vallejo and Benicia. I-780 transitions into Curtola Parkway at the City of Vallejo.



I-780 Traffic Conditions

The surveyed plans and studies provided limited data for the existing conditions on I-780. For the STA's 2009 I-80/I-680/I-780 Operational Improvement Plan, DKS developed a model simulation for existing conditions along I-780 using 2005 or 2006 traffic volumes from Caltrans. In a few cases, the most recent traffic volumes were from 2002 or 2003. Field observations along I-780 were also performed during the fall of 2008.

The model analysis indicated that there would be no mainline bottlenecks on I-780 queues in either direction for either the AM or PM peak periods. Field observations along I-780 confirmed the model results. However, these observations also revealed slowing at both ends of I-780 as traffic transitions from I-780 to I-80 at the west end and to I-680 at the eastern end. In the westbound direction, high exiting volumes to I-80 combined with high traffic on I-80 result in slowing on the off-ramps that extends back to the right lane on the I-780 mainline. During the AM peak, this occurs primarily at the loop off-ramp to westbound I-80, while during the PM peak the diagonal off-ramp to eastbound I-80 is most affected. At the eastern end of I-780, eastbound traffic heading to southbound I-680 slows due to the bridge approach geometry including the horizontal curve on the mainline and the limited sight distance for the merge with I-680. It should be noted that this approach will be improved as part of the Benicia-Martinez Bridge project.

I-780 Truck Traffic

Based on data provided by Caltrans in 2002, the I-80/I-680/I-780 Corridor Study reported that the I-780 corridor has an Average Annual Daily Truck Traffic of 4.6%. This percentage is slightly lower than I-80 and I-680.

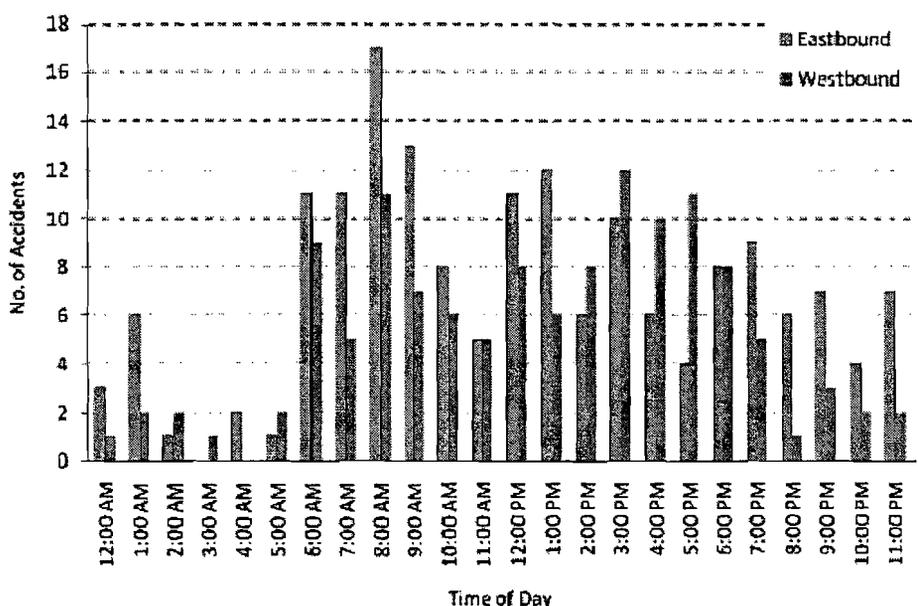
I-780 Safety Information

For I-780, accident data for the segment between the Benicia-Martinez Bridge toll plaza and the interchange with I-80 were collected in each direction from April 11, 2005 to March 31, 2008. As shown in **Exhibit ???**, during this three year period there was a total of 296 accidents reported along the I-780 corridor in Solano County for an average of 0.8 accidents per day. Of these, 109 were reported as injury accidents and 3 were reported as fatalities. Shown in **Exhibit ???**, accident rates for both directions of I-780 in Solano County are below the statewide average accident rates for similar facilities and area types. This may be due to the relatively low level of congestion the short length of I-780.

Direction				Segment Length (Miles)	No. of Accidents			Accident Rates (No. of Accidents per Million Vehicle Miles)					
					Segment Quantity			Segment Rates			Statewide Rates		
					Total	Fat	Inj	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
I-780/I-80 Interchange	to	Bridge Toll Plaza	EB	6.51	169	1	50	0.005	0.36	0.83	0.011	0.36	0.98
Bridge Toll Plaza	to	I-780/I-80 Interchange	W/B	6.51	127	2	19	0.010	0.25	0.52	0.011	0.36	0.98
Total					296	3	109						

Accidents on I-780 by time of day and direction of travel are shown in **Exhibit ???** where it can be seen that the pattern of accidents closely correlates to the pattern of hourly traffic volumes along the corridor. More accidents occur during those hours when the traffic flows are peaking in the morning and afternoon than during other hours of the day. Overall, about 40% of the accidents on I-780 over this 3 year period occurred during the six hours of the morning (6:00 to 9:00 AM) and afternoon (3:00 to 6:00 PM) peak periods indicating that high traffic volumes are contributing factors.

Exhibit ??? I-780 Accidents by Time of Day – April 2005 through March 2008



Eastbound and Westbound accidents by type and by direction for I-780 are shown in **Exhibit ????** and **Exhibit ????**. Along the corridor, hit-object collisions are the predominate type of accident that occurs. Accidents off this type are typically associated with poor sight line conditions or high vehicle speeds.

Exhibit ??? I-780 Eastbound Accidents by Type- April 2005 through March 2008

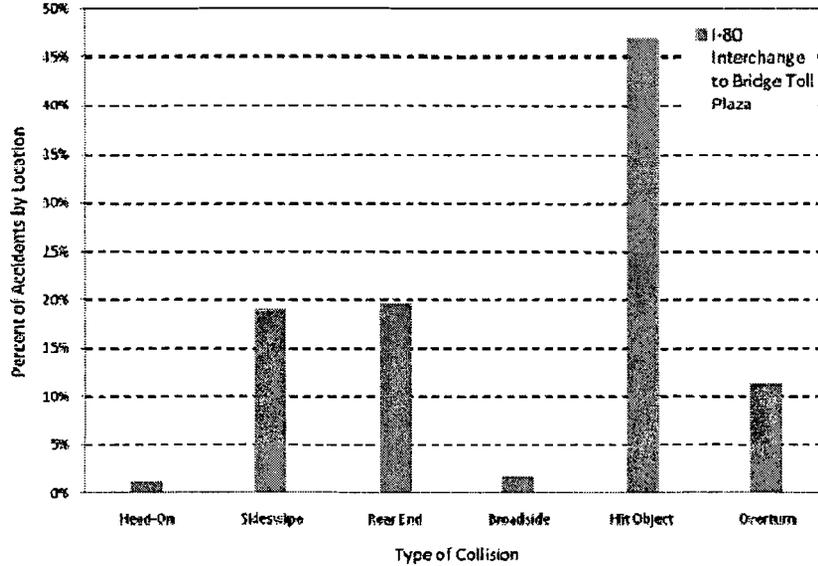
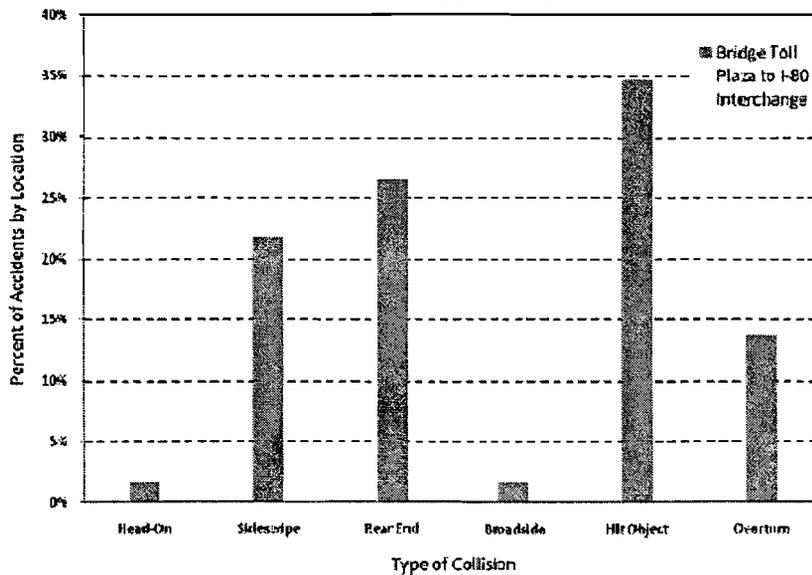


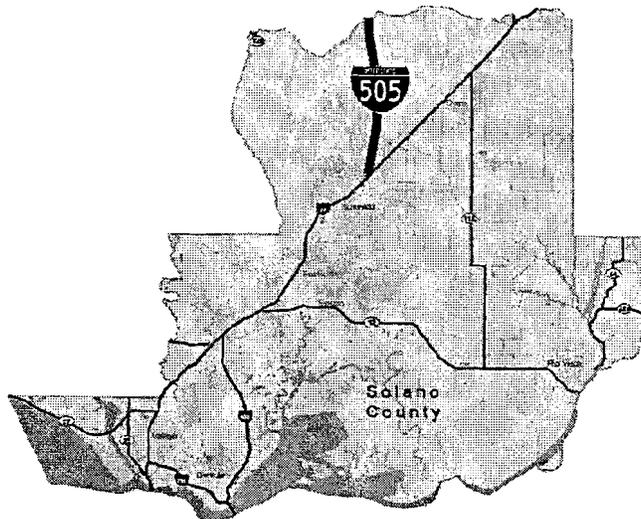
Exhibit ??? I-780 Westbound Accidents by Type - April 2005 through March 2008



I-505 Corridor

Responsible Agency:	Caltrans
Length of facility:	10 miles
Number of lanes :	2 lanes each direction
Median Barrier:	Yes
HOV Lane:	No
No. of Interchanges:	???

The I-505 Corridor in Solano County begins and ends at I-80 in Vacaville and the Yolo Solano County Line near the City of Winters. I-505 is a four lane 10 mile freeway facility in Solano County. The Corridor is primarily rural and serves as a bypass corridor to Sacramento for those travelling to and from I-5 and I-80.



Unlike the prior three Interstate corridors (I-680, I-780, and I-80), STA has not conducted a detailed study on I-505. To assess a snap shot of the current level of congestion, traffic counts were obtained from Caltrans Traffic Data Branch. The peak hour counts were compared to the I-505 freeway capacity to determine the current level of service. Lastly, the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) data provided collision data for accidents that occurred between 2006 to 2009.

I-505 Traffic Conditions

Figure ## displays the Average Annual Daily Traffic (AADT) Eastbound Peak Hour Counts for the years between 2006 and 2008 over four segments. Figure ### displays the AADT Westbound Peak Hour Counts for the same years and segments, with exception to the southbound Vacaville I-80 segment. The southbound Vacaville I-80 segment was a break point in the traffic data. The it had a large number of traffic counts, a difference of around 5,000 counts presumably from I-80 traffic mingled in.

The Northbound and Southbound peak hour counts for 2006 to 2008 do not show a dramatic difference in AADT. The highest counts occur around the I-505/I-80 Interchange and the Vaca Valley Parkway. The other segments with the lower traffic counts are located in the rural and agriculture areas that continue into the northern segment of the corridor.

Figure ##. I-505 Northbound Peak Hour AADT

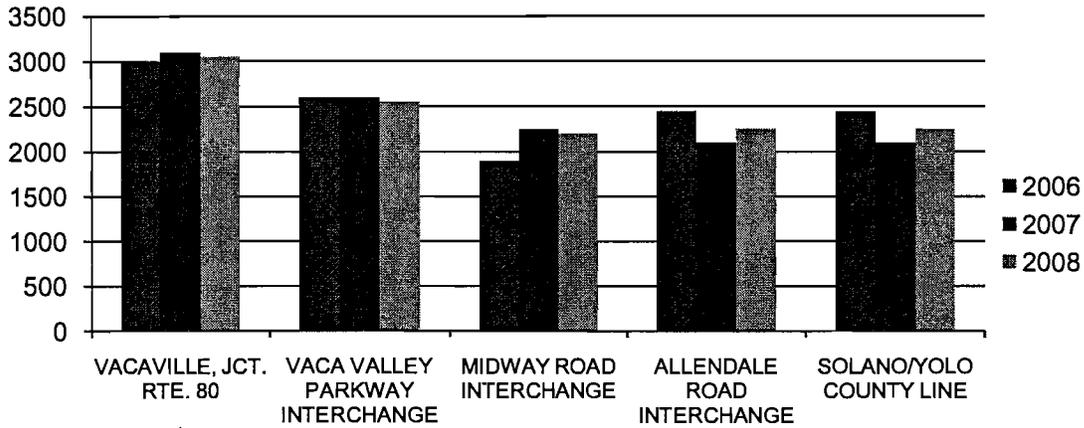
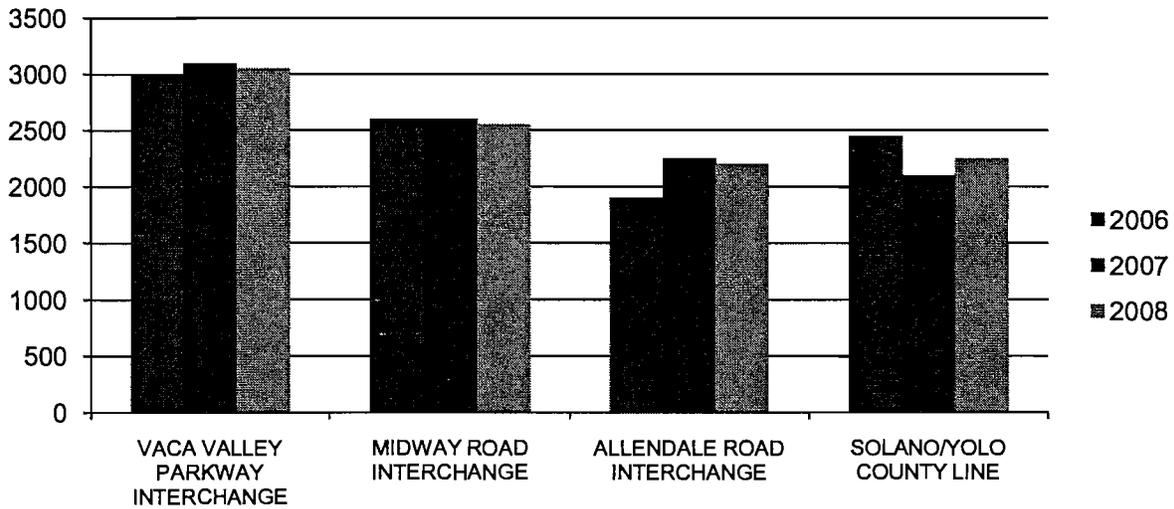


Figure ##. I-505 Southbound Peak Hour AADT



The 2008 Level of Service (LOS) for the I-505 corridor was based on the capacity of the freeway facility and the 2008 Peak Hour Count provided by Caltrans Traffic Data Branch. The I-505 lane capacity is consistent with the current Napa Solano Travel Demand Model. The LOS result provides a quantitative measure of transportation system operations with LOS A representing free-flow conditions and LOS F representing gridlock conditions. Table ??? provides the LOS for the five segments along the I-505 corridor. Overall, the I-505 corridor has a free flow of traffic with minimal delays and moderate volumes at the I-80/I-505 interchange.

Table ##. I-505 Northbound 2008 Level of Service (LOS) Summary

Segment	No. of Lanes	Capacity	Peak Hour Count	LOS
VACAVILLE, JCT. RTE. 80	2	4000	3050	C
VACA VALLEY PARKWAY INTERCHANGE	2	4000	2550	B
MIDWAY ROAD INTERCHANGE	2	4000	2200	A
ALLENDALE ROAD INTERCHANGE	2	4000	2250	A
SOLANO/YOLO COUNTY LINE	2	4000	2250	A

I-505 Safety Information

The CHP's State Wide Integrated Records System (SWITRS) collision data for I-505 indicated a total of 97 reported accidents with a collisions resulting in fatalities. I-505 accident rate is 0.0001. This is below average for a similar statewide facility. Reports collected from SWITRS included data with information limited to number of collisions, collision location, date of collision and number of injuries or fatalities.

Table ##. I-505 Collision Summary 2003 to 2007

Segment	Segment Length	Collisions	Fatalities	Accident Rate
Wolfskill Road to Solano Yolo CL	2.1 miles	14	2	TBD
Allendale Rd to Wolfskill Rd	2.9 miles	29	2	TBD
Vacavalley to Allendale Road	4.1 miles	25	2	TBD
I-80 to Vacavalley Pkwy	1.5 miles	29	3	TBD

I-505 Truck Traffic

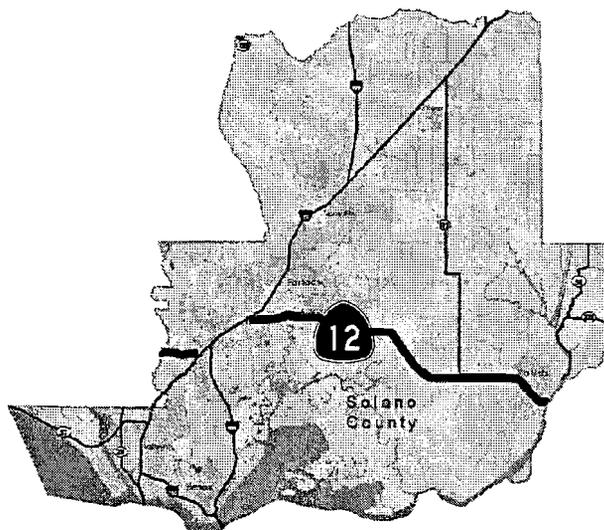
Average Annual Daily Truck Traffic Data between the years 2007 and 2002 was provided by Caltrans Traffic Data Branch. Truck traffic was counted or estimated for I-505 at I-80 and at the Solano Yolo County Line. Overall, during this five year time period truck traffic was estimated to be an average of 10.7% northbound and 11.4% southbound of the total Average Annual Daily Traffic counts.

State Route Corridors

**SR 12, SR 113, SR 29, SR 37, SR 84, SR 128 and
SR 220**

SR 12 Corridor

Responsible Agency: Caltrans
Length of facility: 26.4 miles
Number of lanes : Primarily 2 lanes. 4 lanes each direction from I-80 to Walters Road.
Median Barrier: ???
HOV Lane: No



State Route (SR) 12 is an important east-west route connecting Sonoma, Napa, Solano, Sacramento, San Joaquin and Calaveras Counties. SR 12 is a two to four-lane roadway east of I-80 through Fairfield, Suisun City, County of Solano and Rio Vista. West of I-80, SR 12 is a two-lane facility directly connecting Solano County to Napa County and beyond. The facility serves many different users, including:

- Regional through trips and goods movement;
- Intercity travel;
- Commute traffic;
- Agricultural truck trips; and
- Recreational traffic, both local and regional in nature.

SR 12 has at grade crossings and minor collector intersections for property owners and other travelers on the east and west end of I-80. This presents challenges for through traffic and traffic entering or exiting from SR 12.

SR 12 East Traffic Conditions

The STA, in partnership with Caltrans completed a Major Investment Study (MIS) for SR 12 in October 2001. An update to the SR 12 MIS was completed in January 2006. The update focused on a review of priorities for facility improvement projects along SR 12. The 2006 report was called SR 12 East Prioritization and Implementation Strategy. Both documents studied SR 12 from I-80 in Fairfield to the Solano County/Sacramento County Line east of Rio Vista. Existing conditions presented in this section largely reflects data obtained through these two documents. According to the SR 12 East Prioritization and Implementation Strategy, the westbound traffic flow is higher during the AM peak hour and PM traffic higher in the eastbound traffic flow. This reflects prevailing commute patterns.

The SR12 East Prioritization and Implementation Strategy Traffic conditions reported a Level of Service (LOS) C or lower for the majority of the corridor during the PM Peak Hour traffic heading eastbound. The SR 12 segment through Rio Vista was the only exception with a LOS E between Church Road and SR 84. The report also highlights the majority of the corridor operates at LOS C for the westbound AM Peak Hour traffic. The only exception again is a small

segment through Rio Vista between Hillside Terrace to SR 84. These LOS conditions and other traffic measurements are planned to be re-evaluated as part of a comprehensive corridor MIS scheduled to begin Fall 2009. The upcoming MIS will evaluate the entire SR 12 corridor between I-80 in Solano County and I-5 in San Joaquin County. The study will be coordinated in partnership with Caltrans District 4, 10, and 7 as well as other stakeholders including STA, SJCOG, SACOG, NCTPA and MTC.

SR 12 West/ Jameson Canyon Traffic Conditions

Existing conditions for the Corridor was detailed in the SR 12 Jameson Canyon Road Widening and SRs 29/12 Interchange Project Initial Study. The Initial Study was published with a Proposed Mitigated Negative Declaration (CEQA) and Environmental Assessment (NEPA) August 2007.

The Study indicates that on an average annual daily basis (counted at Kelly Road in 2003), SR 12 Jameson Canyon carries between 24,700 and 32,500 motorists, in either direction, between the southern Napa Valley and the Fairfield/Suisun Valley areas. Many of the motorists using this portion of SR 12 live in Solano County and work in Napa County. As more jobs have been established in Napa County and more residences built in Solano County, traffic volumes, congestion, and travel times have increased on this portion of SR 12. This portion of SR 12 is mostly a two-lane conventional highway set in a rural landscape with flat to rolling terrain.

According to MTC's Regional Transportation Plan, "T-2030," daily person trips from year 2000 to year 2030 between Napa and Solano Counties on SRs 12 and 29 are projected to increase 68%, which is exceeded in the Bay Area only by trips between San Benito/ Monterey/ Merced-Santa Clara at 120%, Lake/Colusa-Napa at 102%, and Mendocino/Sonoma at 83%.

SR 12 Safety Information

Safety on SR 12 has been a priority for the STA Board for a number of years, but recent accidents and fatalities have increased the urgency to take immediate action. The STA, working closely with law enforcement agencies and Caltrans, has developed a multi-faceted strategy for improving safety and mobility on this important interregional highway route from Rio Vista to Suisun City and Fairfield. The four key elements of the program are enforcement, legislation, public education and signage, and engineering.

There were 6 fatalities on SR 12 in March 2007 alone. As of October 1, 2007, there have been a total of 9 fatalities on SR 12 between I-80 in Solano County and I-5 in San Joaquin County that year. The rate of fatalities and injury crashes is more than one and a half times the state average. The STA-sponsored Assembly Bill 112 (Wolk) creating a Safety Enhancement Double Fine Zone (DFZ) on this same stretch of SR 12 was approved by the legislature and signed into law on October 1, 2007. In addition to creating a DFZ on SR 12 beginning January 1, 2008, the law defines criteria for similar roadways throughout the state to qualify for designation as a Double Fine Zone.

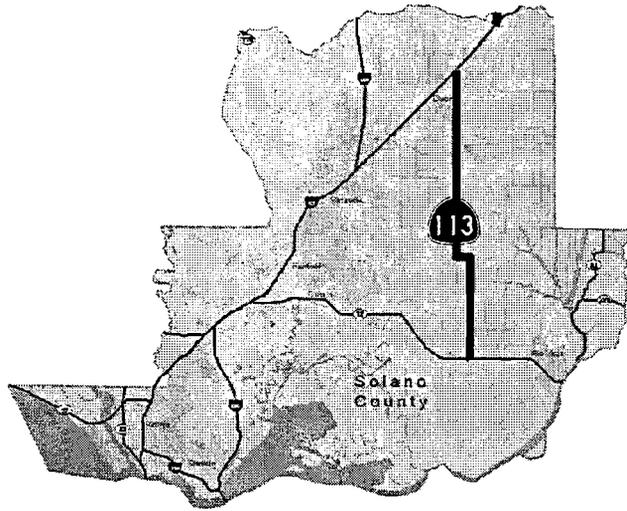
The accident rates (from January 1, 2003 to December 31, 2005) for SR 12 through Jameson Canyon are comparable to the statewide average for similar facilities. The accident rates for SRs 29 and 12 at the SRs 29/12 intersection in Napa are two to four times the statewide average for similar facilities and intersections. The higher than average rate of accidents at the intersection indicates a potential need to separate vehicle movements between the two routes.

SR 12 Truck Traffic

Average Annual Daily Truck Traffic Data between the years 2007 and 2005 was provided by Caltrans Traffic Data Branch. Truck traffic on the SR 12 corridor between Napa and San Joaquin Counties is estimated at 9.8% of the total traffic. The higher volumes of trucks were concentrated on SR 12 east between SR 113 westbound through Scally Road at 11% and 17% truck volume on average respectively. The truck volume tapers off at 7.2% truck volume average at I-80. Truck traffic volumes were also significant at SR 12 eastbound at 10% through Rio Vista.

SR 113 Corridor

Responsible Agency:	Caltrans
Length of facility:	????
Number of lanes :	2 lanes.
Median Barrier:	No
HOV Lane:	No



SR 113 corridor is an important transportation facility for the movement of people and goods in eastern Solano County. This mainly rural highway serves a mixture of local, interregional, and tourist traffic. With few north-south highways in the area, SR 113 serves as a critical connector between communities of metropolitan Sacramento, the eastern Bay Area, and the Central Valley.

The STA, in partnership with Caltrans, the City of Dixon, the County of Solano and other agencies developed and adopted a Major Investment and Corridor Study for SR 113 in 2009. The existing conditions reported in the following sections are taken directly from the SR 113 MIS.

SR 113 Traffic Conditions

Daily AM and PM peak hour counts were assembled for SR 113 at the following locations between 2001 through 2004 and adjusted to represent 2008 conditions:

- North of SR 12 Junction
- North of the Fry Road Junction
- North of Cherry Street Junction in downtown Dixon
- North of A Street in downtown Dixon
- North of Adams Street in downtown Dixon
- South of the I-80 junction in Dixon
- Solano/Yolo county line in Davis

Traffic adjustment factors were developed using growth estimates from the Caltrans Traffic and Vehicle Data Systems Unit over a 10-year period (1996 to 2006). A consistent growth factor was not used for the entire corridor as different segments have experienced varying degrees of growth over the period. Once the counts were factored to represent 2008 conditions, the traffic counts were balanced to ensure traffic movement continuity in the corridor. The results of this balancing process are shown in Figures [????](#), [????](#), and [????](#), which display Daily, and AM, and PM peak hour bi-directional traffic flows on SR 113.

Figure ???? . SR 113 Bi-Directional Daily Traffic Volumes

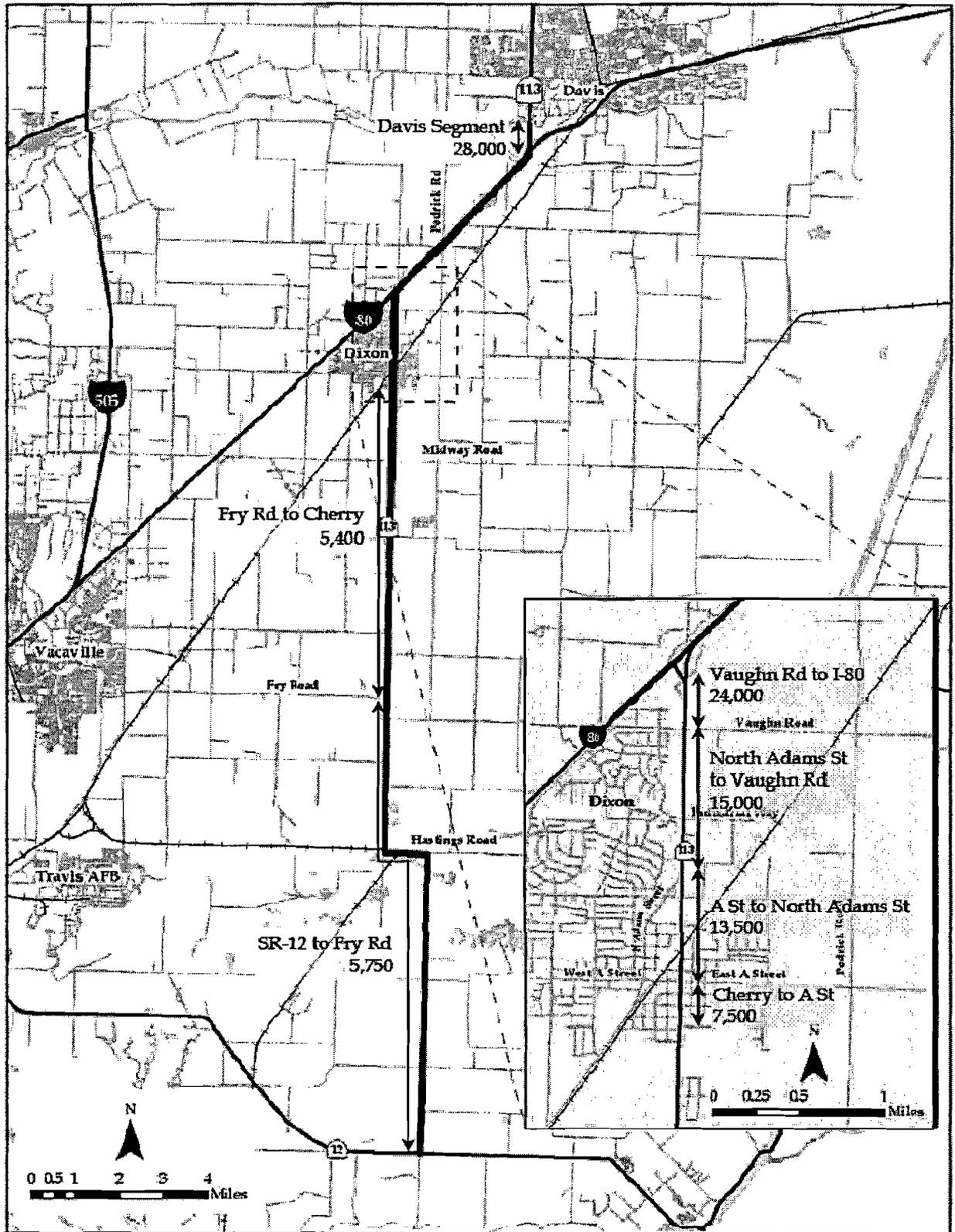


Figure 2222 SR113 Bi-Directional AM Peak Hour Traffic Volumes

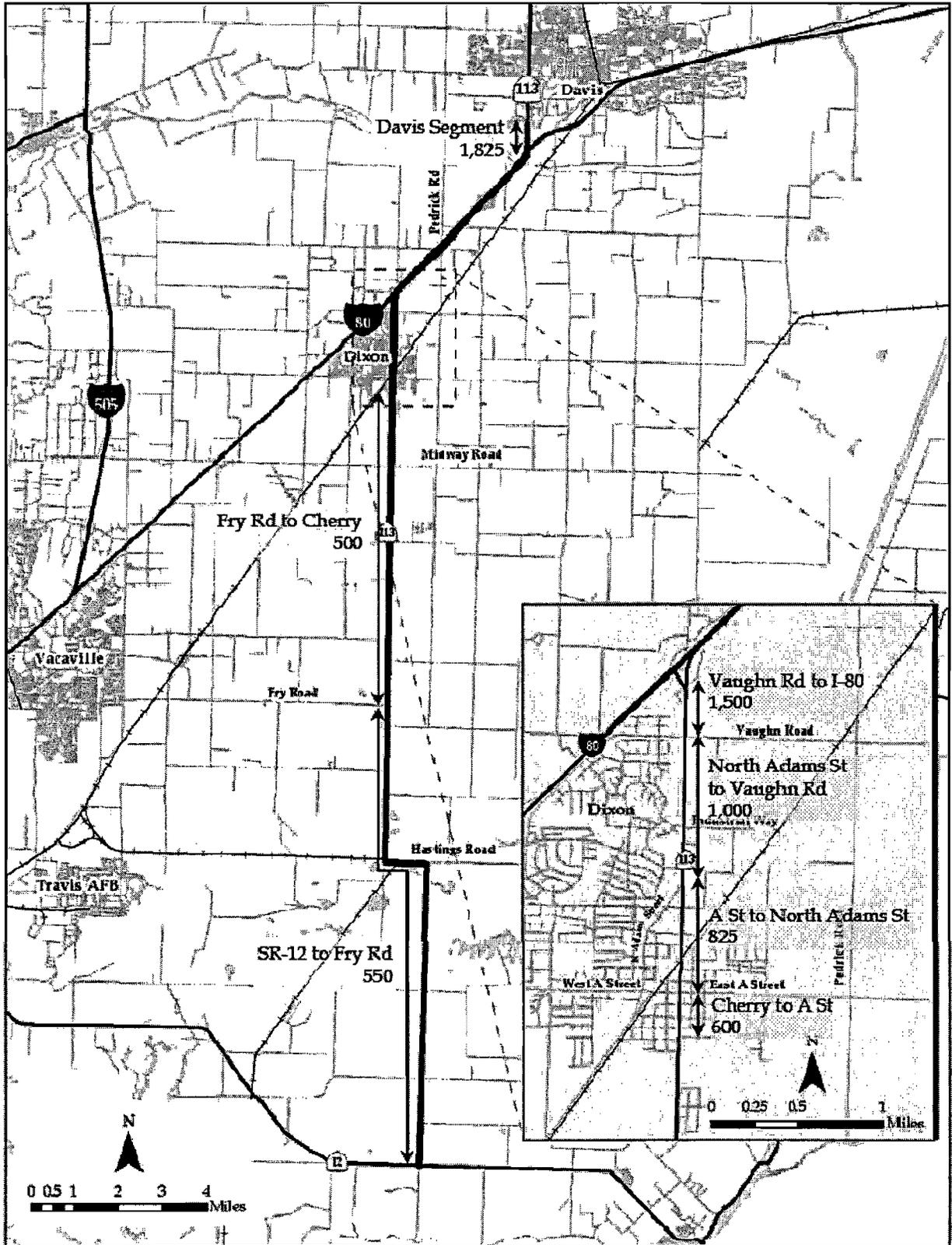
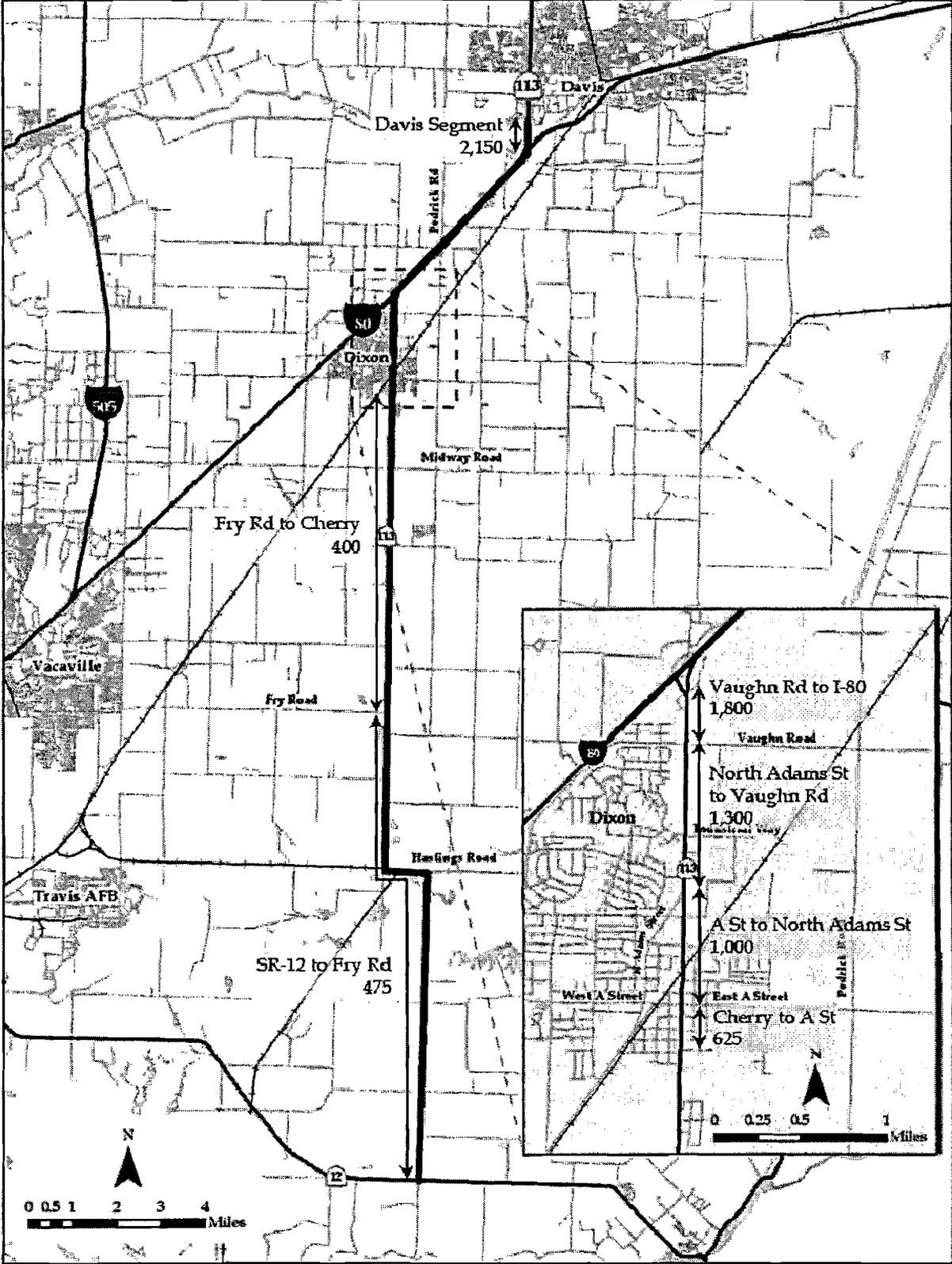


Figure 2. SR 113 Bi-Directional PM Peak Hour Traffic Volumes



On a daily basis, the highest volumes in the SR 113 corridor are located north of I-80, where SR 113 operates as a divided freeway. This portion of the corridor bisects the University of California, Davis campus. The segments with the next highest traffic volumes are located within the urban area of the City of Dixon. SR 113 within this area is an urban arterial that serves as a major thoroughfare for local traffic. In the rural areas south of Dixon, traffic volumes are significantly lower, mostly comprised of regional travel, with a mix of through regional and interregional traffic. SR 113 serves as a detour from I-80 during cases of incident response. Based on the Caltrans traffic data and the Dixon Downs Draft Environmental Impact Report (EIR), truck percentages along SR 113 ranges between five and eight percent.

Table 2.2.2... shows the LOS values for SR 113 for both the a.m. and p.m. peak hours. It should be noted that the segment of SR 113 between North Adams and A Street is approaching unacceptable LOS levels as a result of the high volume of traffic on this two-lane segment.

Table 2.2.2...Peak-Hour Level of Service for SR 113 Highway Segments

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

Source: Cambridge Systematics, Inc., 2008.

SR 113 Safety Information

The 2009 SR 113 MIS cites several key safety findings:

- The entire corridor south of I-80 exhibits overall crash rates that are higher than the statewide average for similar facilities.
- Combined fatal and injury rates are slightly higher than the state average in the rural segment and is below the state average for the other two segments.
- Speeding is the predominant issue cited as the “primary collision factor” in the SR 113 corridor. High speeds are particularly problematic along the corridor since:
 - Posted speed limits within the urban segment are lower than in adjacent segments;
 - The relatively narrow road width along the rural segment combined with a high-speed limit leaves little room for error while driving;
 - Agricultural vehicles increase the need for passing and increases accident potential; and
 - Truck collision rates are high when compared to the composition of trucks in the overall traffic stream.

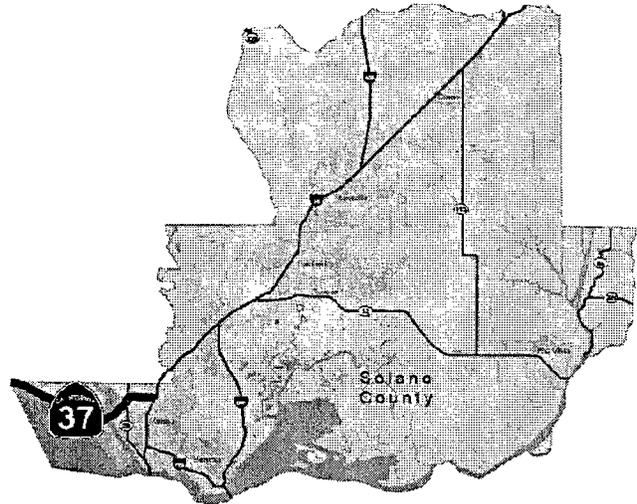
- Clearance gap time is a problem at the intersection of SR 113/SR 12/Birds Landing Road as indicated by the number of broadside collisions and the number of collisions during morning and afternoon peak periods.
- Speeding is a major collision factor at the s-curves at Hastings Road and Cook Lane.
- It should be noted that approximately ten percent of collisions in the corridor occur during periods of rain or fog; all other collisions occur during clear or cloudy conditions.

SR 113 Truck Traffic

The truck classification counts, performed as part of the Dixon Downs Draft EIR, indicate that truck traffic along SR 113 in the vicinity of I-80 in Dixon represents approximately five to eight percent of total traffic in the p.m. peak hour. As a comparison, trucks represent three to six percent of total traffic on I-80 in the Dixon area. Data from the Caltrans Traffic and Vehicle Data Systems Unit for 2007 indicate that trucks represent approximately six to seven percent of traffic on the rural segments of SR 113 south of Dixon. This proportion is lower than that of SR 12, which 11 percent of its traffic has classified as trucks.

SR 37 Corridor

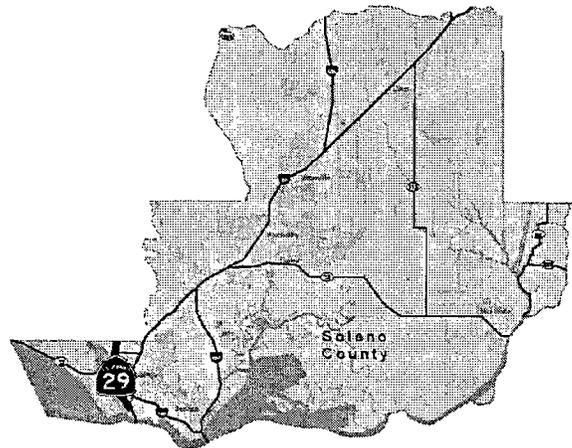
Responsible Agency:	Caltrans
Length of facility:	????
Number of lanes :	2 lanes.
Median Barrier:	No
HOV Lane:	No



SR 37 is a two lane highway with a concrete divider that heads west from I-80 in Vallejo to Napa County at the northern edge of San Pablo Bay. SR 37 becomes a freeway on Mare Island, approaching northern Vallejo. After it crosses over the Napa River Bridge, it continues as a freeway, overlapping the old highway alignment and passing north of the old road known as Marine World Parkway (due to its proximity to the Six Flags Discovery Kingdom, previously known as Marine World). SR 37 travels in a northeasterly direction along the White Slough before turning east as it cross over State Route 29 and heads to its eastern terminus at I-80. In the early 1990s, the stretch between Fairgrounds Drive, which serves as the entrance to Discovery Kingdom, and Mini Drive was upgraded to a freeway. In 2004 and 2005, following over fifty years of complications, the remaining non-freeway section in Vallejo was upgraded as well.

SR 29 Corridor

Responsible Agency:	Caltrans
Length of facility:	????
Number of lanes :	2 lanes.
Median Barrier:	???
HOV Lane:	No



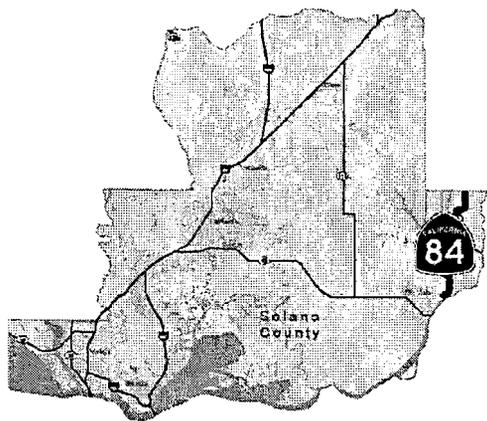
SR 29 traverses Solano, Napa, and Lake Counties. It directly connects the City of Vallejo and I-80 in Southern Solano County to the major cities of Napa County. SR 29 is a four-lane conventional highway as it intersects with SR 37 near the Solano County from Napa County Line north of Vallejo. SR 29 becomes a major arterial through Vallejo before it intersects with I-80 near the Al Zampa Bridge. Traffic controlled devices are prevalent on SR 29 in Vallejo for cross street traffic and non-motorists to enter or cross the State Route.

The STA and the City of Vallejo has not conducted a recent study of this corridor in Solano County; however, Napa County Transportation and Planning Agency, in coordination with Caltrans, Vallejo and other agencies completed a corridor study focusing on SR 29 in Napa

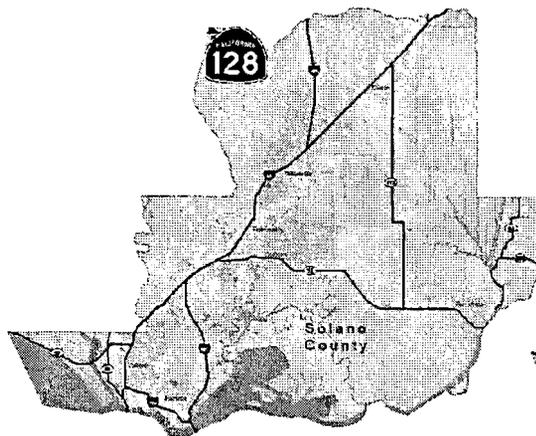
County between the City of Napa and American Canyon. The information provided in the following paragraph was taken directly from the NCTPA study. The report did not go into details regarding current level of service or other existing conditions that assess the performance of the corridor. The STA is planning to undertake a Major Investment Study (MIS) in Fiscal Year 2009-10 for the SR 29 Corridor within Solano County.

NCTPA's SR 29 Corridor Study reported that in 2003, at the Napa/Solano County line, SR 29 carried 1,405 northbound vehicles and 1,195 southbound vehicles in the AM peak hour. This same location carried 1,295 northbound and 1,615 southbound vehicles in the PM peak hour. North of SR 12/Jameson Canyon Road, SR 29 carried 1,885 southbound and 1,490 northbound vehicles in the AM peak hour in 2003. During the PM peak hour, the southbound traffic is 1,730 vehicles and the northbound traffic was 1,870 vehicles. The report Truck traffic on SR 29 constitutes a fairly large portion of the traffic volumes. Within the study area truck traffic constitutes approximately 7 percent of the overall traffic volume.

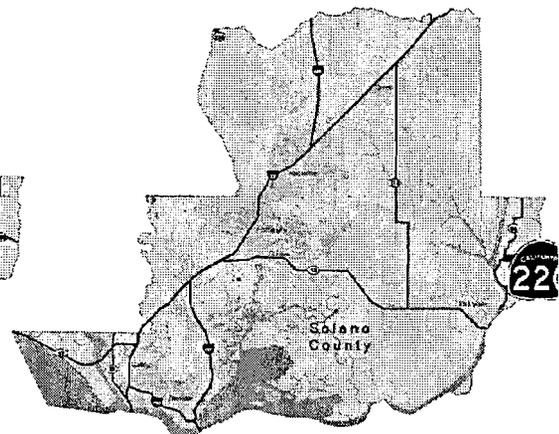
SR 84, SR 128 and SR 220 Corridors



SR 84



SR 128



SR 220

State Routes 84, 128 and 220 are the Solano County's smaller, less traveled State Routes. These corridors run briefly through rural areas of the County as two lane highways. Caltrans is responsible for all three state routes. In fact, Caltrans operates a unique ferry service in Solano County on SR 84, just north of Rio Vista, for travelers crossing the Cache Slough near the Sacramento River. There has not been a recent study or data gathering effort on all three corridors.

Local Connector Routes, Streets and Roads

Community and Intercity Connector Routes

The STA partnered with cities and the County to plan and upgrade intercity connector routes. These routes provide options for local traffic to travel instead of utilizing the Interstate or highway system. These connector routes encourage a cohesive link between land use and transportation and include aspects such as transit facilities, and bicycle and pedestrian options with land use policies to support these improvements. The benefits to the reliever routes are that they decrease traffic on the mainline freeway/highway corridors and provide focused transit and traffic safety improvements to major arterials connecting communities and cities in Solano County. Solano County's current connector routes being developed are the Jepson Parkway and the North Connector Project.

1. The Jepson Parkway

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA) in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents and provide traffic relief for I-80.

As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks at Peabody Road.

The Jepson Parkway project is divided into 10 segments for design and construction purposes. Roadways proposed for improvements in the corridor could include Peabody Road, Leisure Town Road, Vanden Road, Cement Hill Road, Huntington Drive, Air Base Parkway, and/or Walters Road, including a possible extension of Walters Road north of its existing terminus.

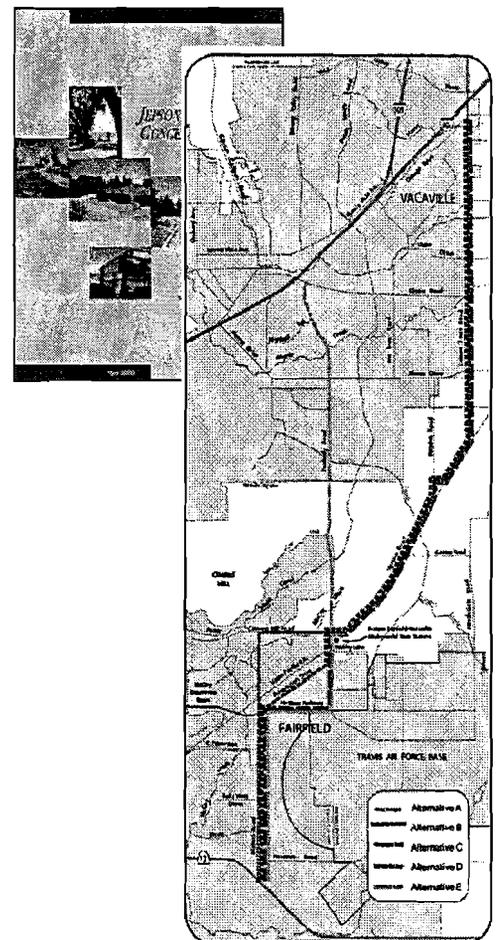


Figure 2. 2001 Jepson Parkway Concept

Four (4) construction projects within the Jepson Parkway project have been completed:

- a. The extension of Leisure Town Road from Alamo to Vanden-Vacaville/County;
- b. The relocation of the Vanden/Peabody intersection- Fairfield;
- c. Improvements to Leisure Town Road bridges- Vacaville;
- d. The Walters Road Widening- Suisun City;
- e. and the I-80/Leisure Town Road Interchange- Vacaville

2. North Connector

Similar to the Jepson Parkway, The North Connector is envisioned to have design improvements with TLC concepts, which include alternative modes connections, such as bicycle and pedestrian, to residential, employment, civic and retail land uses throughout the corridor. The North Connector project area is between Abernathy Road and SR 12/Jameson Canyon in Suisun Valley and Green Valley located in south western edge of the City of Fairfield. The North Connector corridor travels through two separate jurisdictions: the County of Solano and the City of Fairfield. The STA partnered with both agencies to develop two separate, but related efforts for the North Connector Corridor:

- North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan
- North Connector Project

The North Connector TLC Corridor Concept Plan recognized alternative modes concepts and land use linkages for the entire corridor. These concepts identified bicycle, pedestrian and transit facility networks that could be constructed as part of future road improvements, new development, or as funding becomes available.

The separate North Connector Project focused primarily on road improvements for local circulation near the I-80/I-680/SR 12 Interchange. The North Connector Project was originally identified in the I-80/I-680/I-780 Major Investment Study (MIS) as one of the alternatives to address the congestion on I-80/I-680/SR 12 Interchange. The North Connector project involves constructing two segments of a two to four-lane arterial connection in the City of Fairfield and Solano County, north of I-80 between Abernathy Road on the east and State Route 12/Red Top Road on the west. The first phase of the project involves construction of the east end from Abernathy Road to west of Suisun Creek. The purpose of the project is to address existing and future traffic congestion on local streets and I-80 in Solano County and the City of Fairfield, and to provide a better local circulation network for transit users, bicyclists, and pedestrians.

Collectively, both documents provide the North Connector Corridor with a comprehensive coordinated strategy developed in partnership with Solano County and the City of Fairfield. As a result, the North Connector Corridor will be a multi-modal corridor that links land use and transportation to support the use of alternative travel modes, and protect existing and future residential neighborhoods.

Another opportunity for a connector route is Columbus Parkway between the cities of Vallejo and Benicia. Columbus Parkway directly links both cities and is an alternative route to I-780 for

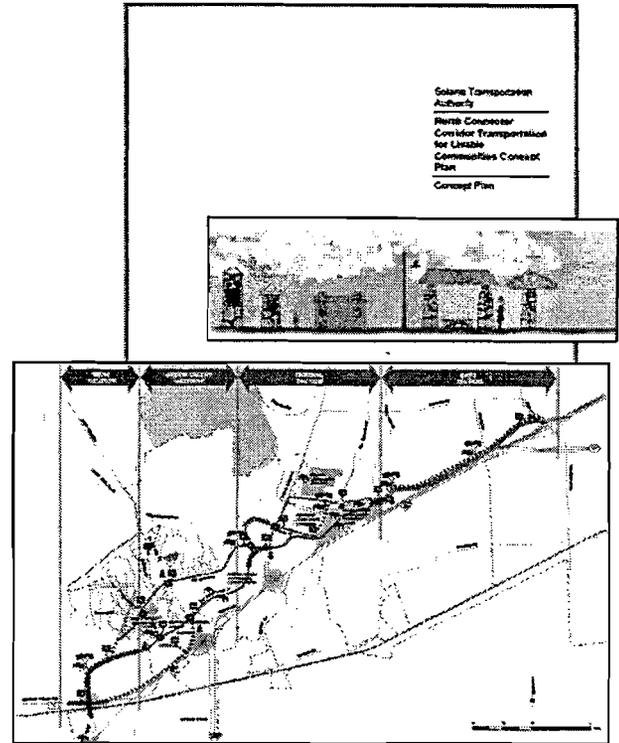


Figure 3. North Connector TLC Concept Plan

local traffic. This connector has the potential for focused multi-modal improvements, including bicycle, pedestrian, and transit facilities.

Local Streets and Roads

The Metropolitan Transportation Commission (MTC) reported in the 2008 State of the System Report that as of 2007 Solano County and the seven cities maintain a total of 3,563 lane miles of local streets and roads. The County of Solano maintains the most lane miles with a total of 1,168 miles of unincorporated streets and roads. The City of Vallejo has the second most lane miles of local roadways to maintain with 657 miles. Table 2 provides a list of the total lane miles maintained by each STA member agency as of 2007.

Agency	Total Lane Miles
Benicia	190
Dixon	129
Fairfield	702
Rio Vista	45
Solano County	1168
Suisun City	145
Vacaville	527
Vallejo	657
Total	3563

Table 2. Total Lane Miles by Agency. MTC 2008 State of the System Report

MTC’s Street Saver Program (formally known as the Pavement Management System) tracks the conditions of the streets and roads for the Bay Area by surveying the Pavement Condition Index (PCI) throughout the Bay Area. The PCI is based on a point system that ranges from 0 to 100 that measures the type and severity of the pavement distress through road survey samples. PCI scores are rated as follows:

<u>Pavement Condition</u>	<u>PCI Score</u>
Poor	25-49
At-Risk	50-59
Fair	60-69
Good	70-79
Very Good	80-89

Pavement with a PCI score below 25 is in severe distress; in contrast, pavement with a PCI score above 89 is in optimal condition. For illustrative purposes, the  on page 10 provides photo examples of pavement conditions.

The cities and the County of Solano annually report the condition of their roadways electronically through MTC’s Street Saver Program. In some cases, MTC estimates the PCI score based on prior year PCI reports if an agency does not report their pavement conditions. In

addition to measuring the pavement quality for streets and roads, the PCI is a factor in determining federal funding levels for local agencies streets and roads maintenance. Other factors include population and lane miles.

MTC's 2008 State of the System Report shows Solano County and the seven cities collectively have an average unweighted score of 65 with a Fair rating. Table 3 below summarizes MTC's report for Solano County and the seven cities.

Agency	Total Lane Miles	PCI Survey Year				Rating
		2004	2005	2006	2007	
Benicia	190	72	70	70	68	Fair
Dixon	129	76	79	81	77	Good
Fairfield	702	80	78	77	75	Good
Rio Vista	45	58	55	51	48*	Poor
Solano County	1168	61	59	58	61	Fair
Suisun City	145	60	56	53	50	At-Risk
Vacaville	527	76	76	78	79*	Good
Vallejo	657	55	54	54	54	At-Risk
Average PCI		66.0	66.1	65.8	65.2	Fair

Table 3. 3-Year PCI Agency Ratings for Solano County.

* Three-year moving average score is an estimate based on inspections done in 2006.

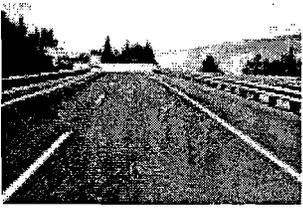
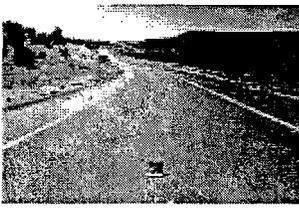
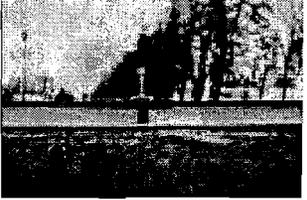
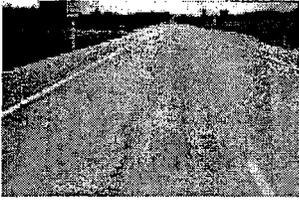
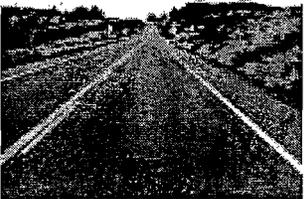
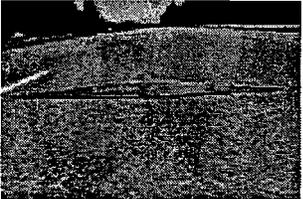
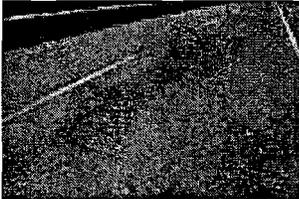
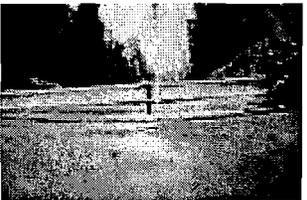
<p>Very Good</p>	<p>Pavement Structure is stable, with no cracking, no patching, and no deformation evident. Roadways in this category are usually fairly new. Riding qualities are excellent. Nothing would improve the roadway at this time.</p>		
			
<p>Good</p>	<p>Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Very good riding qualities. Rutting less than 1/2".</p>		
			
<p>Fair</p>	<p>Pavement structure is generally stable with minor areas of structural weakness evident. Cracking is easier to detect. The pavement may be patched but not excessively. Although riding qualities are good, deformation is more pronounced and easily noticed. Rutting less than 3/4".</p>		
			
<p>At Risk</p>	<p>Areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring), heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor. Rutting greater than 3/4".</p>		
			
<p>Poor</p>	<p>Pavement is in extremely deteriorated condition. Numerous areas of instability. Majority of section is showing structural deficiency. Riding quality is unacceptable (probably should slow down).</p>		
			

Figure ??? Example of PCI Pavement Conditions. Photos courtesy of the Oregon Department of Transportation

Local Streets and Roads included in Routes of Regional Significance

In January 2009, the STA surveyed the seven cities and County of Solano as well as Caltrans for information related to their roadway segments included in the Routes of Regional Significance.

Solano County has the most roadway segments included in the Routes of Regional Significance roadway network with a total of 156 total lane miles of Routes of Regional Significance roadways to maintain. Solano County's roadway segments include several intercity connections and frequently intermix with other member agency street segments included in the Routes of Regional Significance. All of the survey respondents indicated they primarily use state and federal gas tax funds to maintain their Routes of Regional Significance Roadways. The city of Rio Vista and the County of Solano also use funding from Transportation Development Act (TDA) in addition to gas tax funds to maintain their roads.

The County of Solano and the City of Vallejo currently have the most active maintenance/improvement projects for their Routes of Regional Significance roadway segments. The County of Solano reported several chip seal and overlay projects on their roads in addition to planned widening for Pitt School Road and the North Connector in Green Valley. The City of Vallejo also has several overlay projects as well as improvements related to development projects underway near the waterfront and Touru University. Almost all of Suisun City's Routes of Regional Significance road segments have a maintenance or improvement project underway or planned as part of future development. The City of Suisun City's primary improvement project is currently underway on Sunset Drive in the vicinity of Railroad Ave and Suisun City Limits.

The City of Benicia reported that their most recent project on their Routes of Regional Significance road segments was the widening of Columbus Parkway in 2008 between I-780 and Benicia/Vallejo City Limits. The City of Rio Vista indicated that the only project they recently completed on their Routes of Regional Significance segments was a slurry seal project in 2008 Front Street from Main Street to SR 84. Rio Vista's Front Street and Suisun City's Sunset Drive are included on the Routes of Regional Significance roadway network.

The City of Vallejo and the City of Benicia reported that a few of their Routes of Regional Significance segments have signal pre-emption devices primarily used for faster response times for emergency vehicles. The technology can also be used for prioritizing transit vehicles that are running late on their route.

Local Streets and Roads Funding

Over the last two years, Solano County received a little over \$3.462 million in Federal Surface Transportation Project (STP) funding for the County unincorporated area and cities' local street and roads maintenance. On October 12, 2005, the STA Board approved streets and roads funds in the amounts listed on Table 4 for FY 2007-08 and FY 2008-09.

3 rd Cycle Local (FY 2007-08 and FY 2008-09) Streets and Roads Allocation	
Agency	
Solano County	\$ 1,055,954*
Benicia	\$ 202,371
Dixon	\$ 131,089
Fairfield	\$ 544,822
Rio Vista	\$ 77,332
Suisun City	\$ 206,088
Vacaville	\$ 531,837
Vallejo	\$712,678
Total	\$ 3,462,171

Table 4. Streets and Roads Allocations for Solano County

* Includes Federal Aid Secondary set-aside requirement for County streets and roads funding



DATE: July 24, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Background:

Walking and bicycling are cost effective and healthy forms of transportation. In recent years, law makers, transportation planning and design professionals, and other interest groups have exhibited an increased awareness of the importance of incorporating these forms of travel into the transportation project development process. The concept of accommodating non-motorized travel is currently referred to as "Complete Streets" by MTC and other San Francisco Bay Area regional agencies. The policies related to Complete Streets that are being implemented or expect to be implemented are (in order of adoption):

- MTC Complete Streets/Routine Accommodations Policy (June 2006)
- Solano Transportation Authority (STA) Funding Policy for all applications for STA recommended funds (December 2007)
- California Complete Streets Act of 2008 (September 2008)
- Caltrans Deputy Directive 64: Complete Streets – Integrating the Transportation System, (October 2008)
- Federal Complete Streets Act (in review by Congress)

The focus of these policies is to integrate non-motorized vehicle, transit, and motor vehicle travel. Earlier this year, MTC implemented the Complete Streets/Routine Accommodations Checklist for the first time on the American Reinvestment and Recovery Act (ARRA) project submittals. Checklists were completed by Solano County project sponsors in the month of May 2009 and submitted to STA staff. The checklists were entered by STA staff into a database managed by MTC.

Discussion:

Solano County has not fully implemented the goals and expectations of MTC's Complete Streets/Routine Accommodations Policy. MTC's Complete Streets/Routine Accommodations checklist policy calls for CMA agencies to complete a checklist online for each project that requests funding, and, to post a link to the checklist database on their agency's website. This would assist MTC staff in beginning a process to involve the bicycle and pedestrian advisory committees with all transportation projects. By making the checklists available for review, projects have an opportunity to be reviewed by non-motor vehicle travelers of facilities through the STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC). MTC's Complete Streets/Routine Accommodations policy requires the checklists as an eligibility criterion for all call for projects and requests for funding submitted to MTC. To comply with MTC's policy, STA adopted the following policy on December 12, 2007:

“All applications for STA recommended funds must complete a STA Project Delivery Form and complete a MTC Routine Accommodations checklist for bicyclists and pedestrians.”

To execute the completion of the checklists, STA staff is required to direct project sponsors to complete a two-page downloadable PDF form online from MTC’s website. These were static forms that project sponsors completed by hand and submitted to STA staff for transference of the data written on the paper forms to an online checklist with active fields. STA staff worked with project sponsors to submit a Complete Streets checklist by May 20, 2009 for all federal stimulus projects. The opportunity to provide notice to the BAC and PAC, however, has been delayed. STA staff will be placing a link to the checklists on the Projects and Construction page to comply with MTC’s requirement.

The improvement of the Complete Streets Checklist implementation process will be a subject of discussion over the next few months. Providing a method of collecting questions and comments, improving the PDF checklist form to enable active checkbox fields, and other considerations brought up by the sponsors and committees will need to be addressed. Attachment A is a summary of preliminary comments provided by the Solano Project Delivery Working Group (PDWG) at their June 23, 2009 meeting.

To provide a better system of implementing the Complete Streets Checklist, STA staff will review the Complete Streets related policies and legislation, survey project sponsors for feedback, and discuss the implementation of the review of the checklists with the BAC and PAC, TAC, and Solano PDWG. STA staff has prepared a draft of items that will need to be addressed in the short term (within 1-2 weeks) and longer term (within 4-6 months) (Attachment B). STA staff’s goal is to outline the longer term implementation strategy by the December TAC. The immediate task for STA staff is to update the website to include the routine accommodations link.

Recommendation:

Forward a recommendation to the STA Board to authorize staff to develop and implement a long term Complete Streets policy implementation strategy for Solano County.

Attachments:

- A. Preliminary comments regarding Complete Streets/Routine Accommodations checklist implementation
- B. Draft follow up items for Complete Streets/Routine Accommodations checklist implementation

MTC Complete Streets Checklist Process Review
STA PDWG Feedback

CMA Questions

1. Are the checklist questions appropriate for the projects?

Further development of Complete Streets is needed to address projects that are construction-ready. Some questions on the checklist are appropriate for the projects depending on the type of project, other questions were not appropriate without more specific policy requirements. For example, maintenance projects are not funded to design and construct additional accommodation for bicyclists or pedestrian users. It is challenging for project sponsors and for advocacy/user groups to implement the checklist at the project construction phase of a project. The current checklist implemented at the construction phase may suggest that a sponsor has the ability stop and go back to change the design for the project. A clearer regional checklist policy that specifies appropriate requirements for bicycle and pedestrian accommodation for each phase of delivering transportation projects is needed.

Recommendation: Implement the Complete Streets Checklist during the planning and/or preliminary engineering ONLY. Otherwise, work with CMAs to develop a “checklist system” that provides appropriate and specific questions that can be applied at each phase of the project delivery process (i.e. planning, preliminary design, final design, construction). Some questions may be repeated on checklists to track that a project continues to address the need for bicycle and/or pedestrian access for projects.

2. Was the process to complete the checklist clear?

The process to complete the checklist could have been made clearer for both the CMAs and the project sponsors. The MTC Routine Accommodations Checklist page (http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm) provides the following link regarding the checklist: “Routine Accommodations checklist — print version (PDF) Note: actual checklist will completed online”

Based on this information, it is undetermined who will complete the checklist (CMA agency or project sponsor). The PDF version is not as user-friendly as the online version. The PDF version of the checklist also did not have all of the checkboxes that were available on the online version. The process for completing the checklist could be more efficient by enabling project sponsors to submit checklists directly through MTCs website (with this approach, CMAs can provide a more useful link from their website for sponsors to access the checklist). It was a challenge for STA staff to interpret handwritten forms that were submitted by various project sponsors; some checklists were incomplete or unclear. In addition, some sponsors have multiple projects, and therefore multiple checklists.

Recommendation: Provide direct online access for project sponsors to fill out the Complete Streets Checklist. If direct online access for each project sponsor is not feasible at this time, project sponsors suggested that MTC develop a working form (via Adobe Acrobat) where sponsors can check off fields as they would online. This would make sponsor submittals to the STA more convenient and accurate.

3. **MTC requires that project sponsors make the checklist available to Bicycle and Pedestrian Advisory Committee (BPAC) members. Please describe the process in place to notify the BPACs that the checklists are available for review.**

STA did not have a process in place to notify the Bicycle Advisory Committee or the Pedestrian Advisory Committee. STA staff mainly worked to develop a process to collect and submit checklists during the request for submittals period. STA staff is undergoing a similar process as MTC to improve the implementation for the Complete Streets Checklist policy.

Recommendation: Clarify the role of reviewers of the checklist for projects. For example, the checklist is intended to include BAC/PAC as part of the planning process. Therefore, it will be helpful to 1) implement the checklist during the planning phase 2) note that BAC/PACs are encouraged to review the checklists and provide comments as appropriate to their county

4. **Please describe how questions from the BPAC members on specific projects are addressed**

In the future, questions from the BAC/PAC about projects will be addressed through a comment submittal box or e-mail link on the STA website.

5. **Is there a link from the CMA webpage to the checklist page? MTC hosts the checklist webpage at: <http://rac.mtc.ca.gov/rachecklist>**

The link will be posted in the next few weeks. STA staff is developing policies and stronger provisions for a page dedicated to “Complete Streets” policy implementation.

6. **How are comments from BPACs on specific projects addressed?**

Comments from the BAC and PAC will be addressed through compiling comments and providing them to the project sponsors after filtering the questions for duplicates and unclear questions. STA will also assist with coordinating meetings between BAC/PAC members and project sponsors if needed.

7. **Please provide any additional comments about the checklist process or the checklist form.**

As this was the first time a new process was being implemented, these questions or a similar guide would have been beneficial to the CMAs before the Routine Accommodations policy was implemented live. Many CMA staff had questions that maybe have been answered through a “checklist” of policy compliance questions.

The Solano Project Delivery Working Group (PDWG) met on June 23, 2009 to discuss their experience with filling out the Checklist. The following recommendations were provided:

- **Implement the checklist for projects applying for funds to be used for planning or preliminary engineering ONLY and/or develop questions that are appropriate to a project during the final design/construction phase (i.e. Will bike/pedestrian signage be provided, will detours for bike and ped travel be provided?)**
- The checklist is ineffective at the construction phase of the project implementation process

- Develop an appropriate checklist for each major phase of project implementation (i.e. planning checklist, preliminary design checklist, final design checklist, construction checklist).
- It would be easier to fill out the Checklists directly if the project sponsors were provided with individual logins
 - If this is not feasible, please develop a working PDF form with Adobe Acrobat

BAC/PAC Questions

- 1. How are the BAC and PAC notified that a checklist was completed and ready for review?**
The BAC and PAC have not been notified that the checklists were completed and ready for review.
- 2. If you have specific questions about the project, how are those questions addressed?**
Questions were not provided by the BAC or PAC per answer to question #1. However, STA staff is developing a better way to notify the committees and provide a forum for comments. Questions about the project will be addressed through an online forum, to be developed by STA staff. In the interim, STA staff will collect comments written comments, e-mailed comments, and comments provided over the phone.
- 3. Can you easily find the checklists for your county on the website?**
No checklist available at this time. STA staff will be placing a link to the MTC checklist link on the STA website in the next few weeks.
- 4. Is there any additional information on the checklist that would help in your review of the project?**
Clarify the definition of “trip generator” (question #2). Add a footnote or use another phrase (i.e. destination).
- 5. Please provide any additional comments about the checklist process or the checklist form.**
A more specific Complete Streets policy could be more useful if it held more weight in terms of eligibility for funding.

Recommendation: Require the checklist to be completed and reviewed by BAC/PAC when sponsors are applying for planning and design funding only. “Shovel-ready” projects should have already been reviewed for accommodation of bike/ped users if the checklist is implemented appropriately at the early stages of project delivery.

Other BAC/PAC Comments:

- **The Complete Streets checklist is a valuable tool, but should be placed in the right time frame of project delivery (which is the planning/design funding phase). City and agency staff involved do not have unlimited staff or funding resources to fulfill requests to achieve the checklist requirement and address comments by the public when a project is already funded and designed.**

- Bike/Ped improvements are often not the same thing and the checklist should provide separate questions for bicycle and pedestrian accommodation.
 - What has been done to accommodate bicyclists?
 - Include a sub-checklist of best practice options that can be applied (i.e. sharrows, signage, other pavement markings, bicycle racks)
 - What has been done to accommodate pedestrians?
 - Include a sub-checklist of best practice options that can be applied (i.e. water fountains, rest areas, landscaping, lighting)
- Keep #6. STA will need enough advanced notice to have the sponsor fill out the checklist in advance to be reviewed by the BAC/PAC.

What are trip generators?

STA COMPLETE STREETS POLICY/PROGRAM

Short Term – Create a new section under “Projects and Construction” titled “Complete Streets Checklist.” Under this section, create a new link to the MTC complete streets/routine accommodations checklist webpage. This section will include following language:

In transportation planning, urban planning, and highway engineering, *complete streets* are roadways designed and operated to enable safe and comfortable access for all users. To accomplish this, policies at the state and regional level have been developed to provide general guidelines to help project sponsors consider complete streets elements.

The Metropolitan Transportation Commission (MTC) requires that a Complete Streets Checklist be filled out and submitted with all applications for funding administered by MTC. This provides the STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) with a forum to address project sponsors with comments or considerations for bicycle and pedestrian accommodation as part of the project.

The implementation process of Complete Streets policies is still in development by STA and changes are in progress to improve the ability of STA to assist project sponsors to accomplish the directives proposed by complete streets policies. A summary of adjustments to better implement the Complete Streets policy will be developed in a report to STA’s advisory committees (i.e. BAC, PAC, PDWG, and TAC) to review in August.

To view submitted Complete Streets checklists, please click [here](#).

Long Term (to be further developed and implemented fully by January 2010) – Create a page on the STA website for information related to STAs bicycle and pedestrian efforts as well as links to related planning resources. This page will provide further information about any policies and new information specifically pertaining to bicycle and pedestrian planning/funding (i.e. MTC Complete Streets Policy, call for projects, other).

On this page, develop a link to a blog for bicycle and pedestrian planning resources. The blog will provide extra flexibility in providing more real-time information about bike/ped resources for project sponsors to utilize. A mock-up for the STA page for the Bicycle and Pedestrian information and blog will be developed and managed by STA staff.

NEXT STEPS

- Develop an implementation plan to address an improved long-term process for submitting the complete streets/routine accommodations checklists to STA
 - Include comments from the PDWG, BAC, and PAC
 - Analysis of how to implement Complete Streets Policies
 - Goals STA wants to/will accomplish through new STA policy; how it will meet and go beyond the requirements of regional policies
- Forward comments/suggestions to MTC staff

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DATE: August 10, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Consolidation Study – Implementation Plan Status –
Benicia-Vallejo Consolidation and Coordination

Background:

The issue of consolidating some or all of the Solano’s transit services had been discussed and proposed for evaluation for several years prior to the STA Board members discussing it formally at the February 2005 Board retreat. At the Board retreat, 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. Later 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. DKS worked on the transit consolidation project through June 2009.

Work began in early 2007. A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. At the July 2007 STA Board meeting, the Board approved six (6) transit consolidation alternatives to be included in Phase II for further analysis and evaluation. The Board also 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.

At the first Transit Consolidation Steering Committee in October 2007 the six transit consolidation alternatives were reviewed and considered for further analysis. Option 2 was removed and definitive decisions on two options were left pending further information. More in-depth analysis of the existing transit operators began to have more complete information on which to base the evaluation of the various consolidation options.

The STA Board’s Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, the Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate.

After the December 2008 Transit Consolidation Steering Committee meeting the Transit Operator Analysis Report was completed in cooperation with the transit operators. Based on the data in this report, the options were analyzed based using the Board established criteria.

In FY 2008-09, a study of intercity paratransit services in eastern Solano County. For over ten years, the STA has managed and had an agreement with Fairfield and Suisun Transit (FAST) to operate the intercity service known as Solano Paratransit. This study was nearing completion when the STA received a letter received from the City of Fairfield proposing that each of the Solano Paratransit funding partners provide paratransit service within their own service area and longer, multi-jurisdictional trips would be handled through transfers. The decision to dissolve Solano Paratransit was made by the STA Board on May 13, 2009. To reflect this in the Transit Consolidation Study, a third version of Option 4 was created. Option 4c is to consolidate interregional routes and decentralize intercity paratransit services.

Between the December 2008 and the May 2009 Transit Consolidation Steering Committee meeting a change in transit funding policy at the State and Federal level occurred. Long-term State transit funding has been eliminated for the foreseeable future, while short-term federal funds have become available through federal stimulus funds.

At the May 2009 Transit Consolidation Steering Committee, the Steering Committee took an action to support all five recommendations presented which included "1. Option 1: Consolidation of Benicia and Vallejo transit services." Individual meetings continued between the STA and both Benicia and Vallejo staff and Board members. Based on these meetings, support for Option 1 continued from both jurisdictions.

In June 2009, the STA Board approved the following recommendations:

1. Option 1: Consolidation of Benicia and Vallejo transit services;
2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;
3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;
4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and
5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.

Since the Board's action in June, STA staff has been working with Benicia and Vallejo on developing an Implementation Plan for the consolidation of these services and is reporting back on this progress as directed by Recommendation 5.

Discussion:

Since the STA Board action in June, the STA, Benicia, and Vallejo have met twice and are scheduled to meet next on August 27. During this time, the South County Transit Coordinating Committee (SCTCC) has been guiding this effort. The SCTCC members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Schwartzman, and Vallejo Councilmember Bartee. Also participating are each City's City Managers and Public Works Directors, and each City's transit staff and STA's Executive Director, transit staff and consultant support.

These meetings have been productive and there remains a high level of cooperation and interest in working toward consolidation and better transit coordination and service. Guiding principles and a transition implementation plan have been developed (see

Attachment A). A Memorandum of Understanding (MOU) among the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation has been drafted by STA Legal Counsel, reviewed and edited by the Committee and is being forwarded for approval by the three parties. Next, a draft JPA will be presented to the Committee, an initial Business Plan which will address many of the details of the potential JPA, and a public input process will be addressed. The timeline proposed is to consolidate the two services effective with the new fiscal year beginning July 1, 2010. Benicia has scheduled action on the MOU for August 18th. Staff is recommending the STA enter into the MOU with Benicia and Vallejo to assist in the further evaluation of the consolidation and coordination of Benicia and Vallejo's transit services.

Fiscal Impact:

STA is dedicating staff time, legal counsel services, and consultant services in support of this effort.

Recommendations:

Forward a recommendation to the STA Board authorizing the STA to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

Attachment:

- A. South County Guiding Principles with Guiding Principles
- B. Draft South County Transit MOU

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**SOUTH COUNTY TRANSIT CONSOLIDATION
TRANSITIONAL PLAN WITH GUIDING PRINCIPLES**

Revised July 1, 2009

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo.
2. The consolidated transit service shall achieve high standards for greenhouse gas emissions and energy reductions, minimizing the carbon footprint of Benicia and Vallejo residents. The consolidated transit service shall help achieve the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be cost effective and efficient.
5. The consolidation of services shall be managed in a public process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall maintain the continuity of service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. Service levels shall be maintained and expanded if possible.
7. The consolidated transit service shall maximize opportunities for regional funding.

SOUTH COUNTY TRANSIT CONSOLIDATION WORK PLAN

Purpose: To outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study.

Approach: Staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants.

Task Area 1: Structure and Governance

- Establish guiding principles for Transition Plan
- Identify form of governance for consolidated entity (e.g., JPA)
- Identify board membership and representation
- Draft by-laws for the new entity
- Identify policies and procedures for the new entity

Task Area 2: Public Outreach

- Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
- Establish a Public Outreach Plan
- Prepare plan for re-branding the system
- Develop public information for transition

Task Area 3: Finance

- Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
- Establish new entity as a federal, state, regional transit grantee
- Identify fiscal agent to provide accounting and information technology services
- Determine how procurement will be managed (e.g., using fiscal agent or another approach)
- Identify capital asset ownership and potential transfer of assets to new entity
- Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

- describe how existing employees will be transferred/absorbed in to new entity
- Develop an organization chart for the new entity
- Prepare a staffing plan, including duties and responsibilities for each function/position
- Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

- Identify legal requirements to establish consolidated entity
 - Potential for near term, operating MOU
 - Establishment of Joint Powers Agreement (JPA)
- Determine how potential USDOL 13(c) labor protections would be applied to the consolidated entity
- Identify organization or entity to provide legal services

Task Area 6: Service Planning and Operations

- Establish service objectives and standards including customer service standards for consolidated system
- Prepare consolidated Short Range Transit Plan
 - Operations
 - Capital Improvement Plan (CIP)
- Determine how existing service contracts will be phased out

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SOUTH COUNTY TRANSIT CONSOLIDATION IMPLEMENTATION SCHEDULE

May – June 2009	<ul style="list-style-type: none"> • Convene Vallejo-Benicia-STA Coordinating Committee (staff working group) • Draft list of implementation issues and questions • Prepare detailed implementation/transition plan tasks and schedule
July – September 2009	<ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents
May – June 2009	<ul style="list-style-type: none"> • Convene Vallejo-Benicia-STA Coordinating Committee (staff working group) • Draft list of implementation issues and questions • Prepare detailed implementation/transition plan tasks and schedule
July – September 2009	<ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents

July – September 2009	<ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents
October – December 2009	<ul style="list-style-type: none"> • Approve Joint Powers Agreement, by-laws, and related documents • Benicia and Vallejo approve JPA • Establish new entity as grantee • Adopt policies and procedures • Finalize staffing and staff consolidation • Draft two year budget (capital and operating) • Conduct public information/outreach • Convene first meeting of JPA Board •
January – March 2010	<ul style="list-style-type: none"> • Develop Joint SRTP and CIP with financial plans • Conduct public information/outreach • Form Transit Advisory Committee to encourage ongoing citizen input on the service
April – June 2010	<ul style="list-style-type: none"> • Adopt SRTP • Publish service and fare changes, if any • Introduce service branding •
July 1, 2010	<ul style="list-style-type: none"> • Begin full operation of JPA with modified service

**MEMORANDUM OF UNDERSTANDING
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF BENICIA AND
THE CITY OF VALLEJO
FOR THE IMPLEMENTATION OF THE
SOUTH SOLANO TRANSIT AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2009, by and among the municipal corporations of the CITY OF BENICIA (“BENICIA”) and the CITY OF VALLEJO (“VALLEJO”), and the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County (“STA”). Unless specifically identified, the various public agencies herein may be commonly referred to as “the Parties” or “Authority and Cities” or “Jurisdictions” as the context may require.

RECITALS

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction by jurisdiction basis and, as a result, the provision of transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers including consolidation. The cities of Benicia and Vallejo share boundaries and regional transit routes while each agency operates its own transit service; and

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano.

WHEREAS, STA as the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, various studies of the potential consolidation of transit systems and,

WHEREAS, STA’s transit consolidation study was approved by the STA Board with a recommendation to consider consolidation pursuant to adopted guiding principles of transit

services in Benicia and Vallejo; and

WHEREAS, STA’s coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund’s (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally, including for both Benicia and Vallejo;

WHEREAS, evaluation of the funding and service benefits of consolidation needs to occur prior to undertaking the step of establishing a joint powers agency for the provision of transit to Benicia and Vallejo and to allow the parties an opportunity to regularly review and refine data and funding formulae by following the guiding principals set forth in Part II below to guide the consolidation and funding of Benicia-Vallejo transit operations in the future.

AGREEMENT

NOW, THEREFORE, following approval by the respective governing body of each agency, STA and the cities of BENICIA and VALLEJO, in consideration of the mutual promises herein, agree as follows:

Part I

South Solano Transit Advisory Committee; Management Committee; Staff Working Group

In order to facilitate the evaluation of the potential consolidation of the Benicia and Vallejo transit services, there is hereby established the “South Solano Transit Advisory Committee.” The function of the Advisory Committee, consistent with the adopted guiding principles, is to oversee the goals and work plan in order to facilitate the consolidation and any interim service plans of the two transit services. Following the completion of the work plan the Advisory Committee will make a recommendation relative to consolidation to the respective city councils of Benicia and Vallejo and to the STA Board. The Advisory Committee is a body subject to the provisions of the Ralph M. Brown Act (Government Code Sections 54950 et seq.) and will consist of the Mayor of each city and each city’s alternate to the STA Board. At the first meeting of this Committee, a chairperson will be selected. Further meetings shall be called by the chair when necessary and appropriate but not less than every two months for the duration of this MOU

There shall also be a South Solano Transit Management Committee to monitor and oversee the progress of the work plan and other activities set forth herein. The Management Committee shall consist of the City Manager or their designee of each city and the STA Executive Director and shall meet at the call of any member.

A staff Working Group made up of the STA Director of Transit Rideshare Service, the STA Transit Manager, the Public Works Directors of Benicia and the COV, the Finance Director and Transit Coordinator of Benicia, and the Transportation Superintendent and Contract Administrator/Operations Analyst from the City of Vallejo, will implement the day to day

progress of the work plan and other activities set forth herein.

Part II
Guiding Principals

The members of the South County Transit Advisory Committee have adopted the following principals to guide the study and evaluation of the potential consolidation of Benicia and Vallejo Transit:

- A. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- B. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- C. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- D. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- E. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- F. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained and expanded.
- G. The consolidated transit service shall maximize opportunities for regional funding.

Part III

Work Plan to Facilitate the Implementation of the South Solano Transit Authority

The following steps outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study. The respective staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants. The Committees and staff shall make every effort to complete the tasks in the work plan by December 31, 2009 and to fully consolidate transportation services of the two cities by July 1, 2010.

A. Task Area 1: Structure and Governance

- Incorporate adopted guiding principles for Transition Plan
- Identify form of governance for consolidated entity (e.g., JPA)
- Identify board membership and representation
- Draft by-laws for the new entity
- Identify policies and procedures for the new entity

B. Task Area 2: Public Outreach

- Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
- Establish a Public Outreach Plan
- Prepare plan for re-branding the system
- Develop public information for transition

C. Task Area 3: Finance

- Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
- Establish new entity as a federal, state, regional transit grantee
- Identify fiscal agent to provide accounting and information technology services
- Determine how procurement will be managed (e.g., using fiscal agent or another approach)
- Identify capital asset ownership and potential transfer of assets to new entity
- Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

- Describe how existing employees will be transferred/absorbed in to new entity
- Develop an organization chart for the new entity
- Prepare a staffing plan, including duties and responsibilities for each function/position
- Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

- Identify legal requirements to establish consolidated entity
 - Potential for near term, operating MOU

Establishment of Joint Powers Agreement (JPA)

Determine how potential United States Department of Labor (USDOL) 13(c) labor protections would be applied to the consolidated entity

Identify organization or entity to provide legal services

Assist in determination of how to best contract for services (exiting service contracts and/or new bids)

Task Area 6: Service Planning and Operations

Establish service objectives and standards including customer service and training standards for a consolidated system

Prepare consolidated Short Range Transit Plan

Operations

Capital Improvement Plan (CIP)

Determine how existing service contracts will be transferred and transitioned

Part IV

Interim Service Planning

In preparation for consolidation of the two transit services, the Parties agree to work cooperatively to deliver service to the two cities in the most effective and efficient manner and consistent with the Transit Consolidation Goals in Section II of this MOU until the services are fully consolidated.

1. Changes in fares or transit routes shall not become effective until approval by the SSTAC and the respective city councils of Benicia and Vallejo.
2. The criteria for evaluating consolidated transit services shall be developed as part of the SRTP and may include, but are not limited to, the following::
 - a) Productivity Measures
 - Farebox recovery ratio
 - Cost per vehicle service hour
 - Cost per vehicle mile
 - Cost per passenger trip
 - Passengers per vehicle service hour
 - b) Policy/Coverage Requirements (contingent on available funding)
 - Provides connectivity between cities
 - Provides regional transit connections
 - Meets unmet transit needs
 - User friendly
 - Consistent with greenhouse gas reduction goals
 - Consistent with future federal and regional transportation planning
 - Established life cycle costing criteria

Part V

Joint Powers Agreement

Based on the results of the work plan, a joint powers agreement shall be developed for adoption by the Parties leading to consolidated transit functions on July 1, 2010. A draft JPA shall be presented to the SSTAC no later than August 31, 2009.

Part VI

General Terms and Conditions

A. Term of Agreement.

The term of this Agreement shall be as follows:

- a. The Goals set forth herein shall continue in effect until modified in writing by the parties or the two transit functions are consolidated;

B. Indemnification.

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Partied, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

C. No Waiver.

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

D. Notices.

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY

Daryl K. Halls, Executive Director

One Harbor Center, Suite 130

Suisun City, CA 94585

CITY OF BENICIA

Robert Sousa
Finance Director
250 East "L"
Benicia, CA 94510

CITY OF VALLEJO

Gary Leach
Public Works Director
555 Santa Clara St.
Vallejo, CA 94590

E. Subcontracts.

Within the funds allocated by the PARTIES under this agreement, any member agency may be authorized by the Advisory Committee or the Management Committee to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

F. Amendment/Modification.

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of the Parties.

G. Interpretation.

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

H. Severability.

If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

I. Local Law Compliance.

The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes including those of the Federal Transit Administration (FTA).

J. Non-Discrimination Clause.

- a. During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap,

mental disability, medical condition, marital status, age, sex or sexual orientation , nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- b. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

K. Access to Records/Retention.

All Parties, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of any PARTY which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the PARTIES shall maintain all required records for three years after final payment for any work authorized hereunder, or after all pending matters are closed, whichever is later.

L. Conflict of Interest.

The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

M. Entirety of Agreement.

This Agreement constitutes the entire agreement between the Parties relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

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/
/

IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF BENICIA

APPROVED AS TO FORM

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

APPROVED AS TO FORM

By: _____
Bob Adams, Interim City Manager

By: _____
Fred Soley, City Attorney

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DATE: August 10, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Solano County Funding Investment Strategy

Background:

STA staff is recommending the creation of a coordinated funding strategy that considers the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, the next programming cycle of federal and state funding, and the vision defined through the Comprehensive Transportation Plan (CTP) process. The overall amount of funds that will come from the 2010 State Transportation Improvement Program (STIP), the Transportation Development Act (TDA) Article 3, the Congestion Mitigation Air Quality Improvement Program (CMAQ), the Eastern Solano County Congestion Mitigation Air Quality Improvement Program (ECMAQ), federal annual appropriations, and future federal earmarks is estimated to be \$20 million over the next 3 years. In addition, the County has nearly \$100 million of Regional Measure 2 (RM 2) funds dedicated to transit intermodal facilities. Programming of these new funds will be occurring over the next 6 months.

This coordinated funding strategy would consider how to make these limited transportation funds work together to implement the goals outlined in the CTP. In addition, these investments should consider of improving access to existing and planned intermodal facilities and projects that are not fully funded prior to starting new commitments.

Each fund source has investment guidelines and focus. These are as follows:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP) with projects decided by regional agencies and 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans. The STIP cycle is programmed every two years and covers a five-year period. The 2010 STIP programming will be occurring this fall with the California Transportation Commission (CTC) adopting the fund estimate in August. It is expected that the CTC will not be allowing new projects in the STIP, limiting the STA's near term options to programming of STIP funds for existing programmed projects.

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each

As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects. The next round of programming of TDA Article 3 funds will be occurring in early 2010. The STA staff is planning to update the 3-year bike and pedestrian funding strategy this fall.

2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Federal Transportation Bill reauthorized funding for the Congestion Mitigation Air Quality Improvement Program (CMAQ). The objective of the CMAQ program is to provide funding to transportation projects and transportation-related air improvement projects and programs that reduce transportation related air emissions in air quality non-attainment and maintenance areas. While the 2005 federal transportation bill has expired, it is expected Congress will provide an advance on the first cycle of these CMAQ funds. Programming of these funds should occur late 2009/early 2010. CMAQ funds have also been historically used as part of the implementation of Transportation for Livable Communities (TLC)

The Metropolitan Transportation Commission (MTC) receives CMAQ funds from both the Bay Area region and the Sacramento region because of Solano County being located within the two air basins. The Bay Area CMAQ funds are provided to MTC based upon population and air quality with the Bay Area air basin. The Sacramento CMAQ funds are provided to MTC based on the population of eastern Solano County and the air quality in the Sacramento air basin. The Sacramento CMAQ funds for eastern Solano County is commonly referred to as ECMAQ funding.

MTC uses a portion of the Bay Area CMAQ and ECMAQ funds for regional projects and programs to improve air quality such as the Transportation for Livable Communities (TLC) Program, Regional Bicycle Pedestrian Program, and the Bay Area Regional Rideshare Program. The remaining portion of the Bay Area CMAQ is returned to nine Bay Area counties by formula for local projects and programs. The remaining ECMAQ funds are returned directly to Solano County for programming eligible projects. The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County, is responsible for approving Bay Area CMAQ and ECMAQ funding for local county projects.

2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Federal Transportation Bill reauthorized funding for the Surface Transportation Program (STP). This federal program is the most flexible, but currently it is not clear to what extent MTC will include this fund source in the funding they are planning to allocate to the CMAs.

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. Approximately \$315,000 is available annually; however, funding availability fluctuates year to year based on DMV revenue.

Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District (YSAQMD), divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin, and therefore are eligible to apply for BAAQMD TFCAs funds.

Discussion:

Several of these funding sources will be programmed this fiscal year. It is estimated that the combined amount funding between the first cycle of federal funding and the STIP and other local fund sources could add up to \$20 million for the next 3 years. Due to the limited amount of funding and the amount of funding needed for priority projects, staff is concerned if these funds are split between too many projects or priorities, overall benefit for the county would be watered down and priority projects will not get fully funded and implemented in a timely manner.

Therefore, staff is proposing to develop a funding strategy to program these funds based on an overall strategy that will, over the long term, complete priority projects identified through the CTP process. Specifically, these resources would be combined and coordinated so they mutually benefit from each other and result in projects being fully funded and implemented faster and providing more “complete” projects. This is similar to what the STA’s 10-year STIP strategy created.

To do this will take building consensus on a coordinated funding strategy that the TAC and STA Board will adopt. This strategy could help guide limited funding in the short term towards creating benefits around our current investments while deferring other priorities to later years but still maintaining a commitment for later funding to maintain equity.

The STA staff is seeking feedback from the TAC as we prepare to move forward in developing this coordinated funding strategy. This feedback includes the TAC countywide transportation priorities, areas of focus, and policies that would guide this process. Over the next three months, staff will be presenting funds estimates, project implementation options that will provide a frame work for this approach.

Fiscal Impact:

None at this point as no programming of funds is being recommended. However, this process will ultimately guide the programming of transportation funds for the county.

Recommendation:

Informational.

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DATE: August 10, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) I-80 EB Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 HOV Lanes: Red Top Road to Air Base Parkway
5.) Redwood Parkway/Fairground Drive Improvements
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon and the I-80 High Occupancy Vehicle (HOV) Lanes projects. The I-80 Eastbound Cordelia Truck Scales Relocation Project is funded from the Proposition 1B Trade Corridor Improvement Fund (TCIF). The SR 12 Jameson Canyon Project continued to receive reimbursements from the State through the Traffic Congestion Relief Program (TCRP).

Discussion:

The following provides an update to major highway and reliever route projects in Solano County:

1.) I-80/I-680/SR 12 Interchange Project

Based on the Traffic Demand Model and the Purpose and Need of the Project, the STA in partnership with Caltrans and FHWA have developed and considered a wide variety of alternatives for the Project. The overall estimated costs for the entire improvements are \$1.5 billion. As a result, the project will be built and environmentally cleared in phases. An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report is being prepared with the Draft environmental document expected to be released fall 2009. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange. Alternatives B and C are full build alternatives addressing comprehensive improvements to the I-80/I-680/SR12 west (SR12W) interchange; the widening of I-680 and I-80; and the relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include an option (Option 1 or Option 2) for improvements to SR12 east (SR12E).

All of the technical studies required for this environmental document have been submitted to Caltrans for review. STA staff continues to work with Caltrans to respond to these reports.

2.) I-80 EB Cordelia Truck Scales Relocation Project

The truck scales substantially contribute to the congestion and safety concerns on I-80 because of the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 and SR 12 E interchanges. Congestion leads to closure of the truck scales when queuing trucks begin to back up onto the mainline freeway. The proposed project is to construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished.

The Truck Scales Project is funded by Bridge Tolls and Prop. 1B Trade Corridors Improvement Fund (TCIF). The Project Draft EIR/EA environmental document was released for public comment on January 30, 2009 for a 45-day comments period with the public hearing held February 26, 2009. The preparation of the final environmental document is scheduled for August 2009. The 65% design plans are scheduled to be submitted to Caltrans in late August. Construction is slated to begin by 2011. STA is currently working with Caltrans to complete a cooperative agreement for the right-of-way activities, subject to the approval of amendments to the STA's Joint Powers Agreement.

3.) North Connector Project

The North Connector Project is a new intra-city/county roadway designed to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The proposed Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek, thereby connecting to the recently approved local development project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

Construction on the East End began with the new signals and turn lanes at I-80 /Abernathy in the summer of 2008. This signal contract will be completed in the Summer 2009. The Right-of-Way acquisition for the East End new 4-lane road and new bridge over Suisun Creek continues with the Project gaining order of possession in May. 13 parcels are required for this East End portion of the Project. Construction of the East End Project began on with a groundbreaking on July 8th. As part of this construction project for the East End, the new signals at Chadbourne/I-80 and second left turn lane at Suisun Valley southbound to I-80 eastbound will be constructed.

4.) I-80 HOV Lanes Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, 8.7 miles in length, will be constructed primarily in the median of the existing highway. The last major portion of this construction project is the widening of the Suisun Creek Bridge on the south side. A contract change order (CCO) was issued to extend the widening an additional 12 feet beyond the original contract required widening. This additional widening was requested by STA with the funding of the Truck Scales, this section of I-80 Eastbound will ultimately be constructed with a standard cross section. The CCO will avoid future creek impacts by constructing the bridge widening only once provides. The new lanes are on schedule to be opened the fall 2009.

5.) Redwood Parkway - Fairgrounds Drive Improvement Project

The proposed project was part of the Project Study Report that was signed earlier this year by Caltrans. The work includes improvements to the Redwood Parkway/I-80 Interchange and improvements to the Fairgrounds Drive /State Route 37 Interchange. The next step is to begin the environmental document for both elements of this PSR. These two elements can proceed independently as there has been determined to be no nexus between the improvements. A cooperative agreement with Caltrans will be required for the next phase of the work. STA is working with Caltrans on the approval of STA to be the California Environmental Quality Act (CEQA) lead and a cooperative agreement for the work. STA, the County and the City of Vallejo will need to enter into a funding agreement for this next phase of work.

6.) Jepson Parkway Project

STA, in conjunction with the cities of Fairfield, Suisun City, and Vacaville and Solano County, will construct improvements along a 12-mile-long corridor between I-80 in Vacaville and State Route (SR) 12 in Suisun City. The project would widen from two to four lanes and/or upgrade and link a series of existing local two- and four-lane roadways, as well as construct an extension of an existing roadway, to provide a safe, convenient north-south alternative to I-80 and SR 12 for local travel between neighborhoods and jurisdictions in central Solano County. The project includes safety improvements such as roadway medians, traffic signals, standard shoulders, separate turn lanes, and a railroad grade separation. It will construct a separated and landscaped continuous bike lane/pedestrian path to encourage non-motor travel and accommodate future implementation of bus service, including one local and one express route. The project is designed to meet the objectives of the 2000 Jepson Parkway Concept Plan. It is named for Willis Linn Jepson, who was born near Vacaville and was one of America's greatest regional botanists and interpreters of California flora. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

The Draft EIR/EIS was released for public comment in June 2008 with a public hearing held on June 24, 2008. The Final EIR was certified by the STA Board for in March 2009. STA is working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion from the US Fish and

Wildlife Service is required. An allocation request for State Transportation Improvement Program (STIP) programmed funds for PS&E was made to the California Transportation Commission (CTC) in June 2009. However, this vote was deferred due to the state budget crisis. Resolution of this allocation request is pending. STA, the County, and the City of Vacaville are discussing the implementation options for the project so that the project can advance into the design phase.

7.) State Route 12 (Jameson Canyon) Project

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

STA's consultant has submitted 95% design plans to Caltrans for review for both construction packages (the Napa portion and Solano portion of the projects). Pending the allocation of additional STIP funds for the Right-of-Way phase of the project, offers for property acquisition is scheduled to occur over the next two months.

8.) State Route 12 East Projects

This Project began construction this year and will take two years to complete. The contractor is completing Stage 1 (shoulder widening) with plans to shift to Stage 2 starting next month. Stage 2 will construct half (width-wise) of the highway to its new alignment and correct the vertical profile. Stage 3 builds the other half of the new highway.

9.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)

Caltrans has over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This project will start in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work will occur concurrently with the construction of the new I-80 HOV lanes project.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which was designed by the STA. Because of this overlap, the I-80 HOV Lane Project and this segment of the SHOPP Project is staging the work for coordination during construction. The overlay within the limits of the I-80 HOV lanes began after the I-80 HOV lanes construction was substantially completed. Caltrans is still on schedule for this rehabilitation work

The status details of roadway rehabilitation projects along I-80 in Solano County are as follows:

American Canyon to Green Valley (Contractor: Ghilotti Brothers)

- Dense AC completed on both directions
- Rubberized AC on EB completed
- Rubberized AC on WB to finish mid September

- OGAC on EB to finish end September
- OGAC on WB to finish mid October
- Final Striping on EB to mid October
- Final Striping on WB to finish late October

Green Valley to State Route 12 West (Contractor: OC Jones)

- WB final striping completed
- OGAC on EB to finish by late October
- Final striping on EB to finish late October/early November

State Route 12 East to Air Base Parkway (Contractor: Top Grade)

- Dense AC on EB to be completed by late August
- Dense AS on WB to be completed early September
- Rubberized AC on EB to be completed by mid September
- Rubberized AS on WB to be completed by late September
- OGAC on EB to be completed early October
- OGAC on WB to be completed mid October
- Final Striping on EB to finish early October
- Final Striping on WB to finish late October

Air Base Parkway to Leisure Town (Contractor: Ghilotti Brothers)

- Dense AC on EB is complete except OGAC at North Texas IC (due to delay by City of Fairfield construction project)
- Rubberized AC on WB is complete from Leisure Town to Alamo
- Rubberized AC on WB to be completed late August
- OGAC on WB to be completed mid September
- OGAC on EB to be complete late September
- Final Striping on WB to be completed late September

Recommendation:

Informational.

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DATE: August 6, 2009
 TO: STA TAC
 FROM: Kenny Wan, Assistant Project Manager
 RE: American Recovery and Reinvestment Act Update

Background:

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. It is estimated that the Metropolitan Transportation Commission will receive roughly \$150 M through the Surface Transportation Program’s Local Streets & Roads program and \$340 million in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 million. Of this funding, approximately \$13.3 million has been programmed into Solano’s Local Street and Road projects and approximately \$14.6 million has been programmed into transit capital projects in the county. The ARRA bill created tight deadlines for the obligation, award and construction of projects. To meet the ARRA bill’s deadlines, Caltrans and MTC developed stricter deadlines to meet these project delivery milestones.

Discussion:

This report provides a status update of all ARRA funded projects and their possible cost saving opportunities.

Local Street and Road ARRA

The ARRA funding for Local Street and Road project has two cycles: Regional ARRA Fund (Tier1) and State ARRA Funding (Tier2). Tier 1 funding has an obligation deadline of May 31 (June 30 for Caltrans) while Tier 2 funding has a later obligation deadline of November 2009. (see table below) As of early August, all agencies have been obligated Tier 1 funding. Agencies adding Tier 2 funding into Tier 1 projects have the same June 30 obligation deadline. Attachment A summarizes the funded projects and their current status of delivery.

	MTC Obligation Deadline	Award Deadline
Tier 1 (Regional)	May 31, 2009	September 30, 2009
Tier 2 (State)	November 30, 2009	June 30, 2010
ARRA TE	June 30, 2009	December 31, 2009

Cost Savings Policy

Since ARRA funded projects have experienced 10 to 40 percent costing savings at the time of awarding contract, MTC and Caltrans have adopted policy to address significant cost savings upon the award of a construction contract:

- Option 1: If the environmentally cleared and obligated project scope is large enough to cover more construction activities without additional environmental review, the local agency can add work under the approved E-76.

- Option 2: Swap local cash with the Stimulus money, provided that the local cash is not required to match other Federal Aid funding.
- Option 3: If Options 1 and 2 are not possible, the excess funding will be de-obligated. MTC will reallocate the money back to the Congestion Management Agency (eg. STA) and the CMA will reprogram the funding for other local streets and road projects.

To minimize the workloads on Caltrans Local Assistance under Option 3, the CMA's are requested to select projects that will use no less than \$500,000 of ARRA funding. MTC will provide flexibility in some cases such as when countywide cost savings do not exceed this amount.

Tier 1 projects subject to the May 31, 2009 obligation deadline would have until September 30, 2009 to award cost savings to a project. Afterwards, cost saving may be de-obligated and provided to a new STA recommended project, provided that an obligation request is filed no later than December 31, 2009. The award deadline for this new project (under Option 3) would be March 31, 2010, the same date as State ARRA funded projects.

Lastly for those projects funded by ARRA, exclusively using State ARRA funds (T2), obligation must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects. The final "drop dead" date for re-obligating cost savings is September 30, 2010.

STA staff recommends that the McGary Road Enhancement Project would be the priority candidate for spending ARRA cost savings not utilized for current ARRA projects. The McGary Road project is a regional project which has already obtained NEPA clearance. In addition, injecting more funding into the project would help to free Transportation Development Act (TDA) Article 3 Funding, currently committed as part of a McGary Road funding agreement, for other bicycle and pedestrian projects.

Attachment B is a table summarizing the funded projects and their contract award status. As of August 2009, costs savings data is only available for two projects: Solano County Stimulus Overlay Project 2009 and Suisun City Sunset Avenue Road Rehabilitation. Both projects used up all requested ARRA funding by expending the construction funds (Option 1).

Transit ARRA

All transit operators in Solano County received some funding under the ARRA program. ARRA Tier 1 funding is currently available for expenditures. Metropolitan Transportation Commission (MTC) is requiring ARRA Tier 1 Projects to be in an awarded contract by November 30, 2009. All transit operators are confident of making this deadline. ARRA Tier 2 is contingency projects that may be funded if any regional projects in Tier 1 experience delivery obstacles. ARRA Supplemental Funding was released after ARRA Tier 1 (see ATTACHMENT C). MTC is requiring that these funds be in an obligated grant by November 30, 2009 and in awarded contract by June 30, 2009. The City of Fairfield, Vacaville and Vallejo have or are in the process of requesting a transfer of FHWA funds to Federal Transit Administration (FTA) which is necessary before the grant can be obligated. The ARRA FTA Section 5311 funds will be available soon. The contracts have been signed by the all agencies and returned to Caltrans for the execution of the agreements. The projects must also be in an awarded contract by November 30, 2009.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. ARRA Local Street and Road Project Delivery Status
- B. ARRA Local Street and Road Projects Contract Award Status
- C. ARRA Transit Project Status

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ATTACHMENT A (ARRA Local Street & Road Project Delivery Status)

As of 08-13-2009

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of August
T1	City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Obligated
T1	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Obligated
T1	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Obligated
T1	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Obligated
T1	County of Solano	Solano County - Various Streets Overlay	\$2,000,000	Obligated
T1	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Obligated
T1	City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Obligated
T1, T2	City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000 + \$46,000	Obligated
T1	City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Obligated
T1, T2	City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000 + \$538,000	Obligated
T1	City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Obligated
Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of August
T2	City of Dixon	Stratford Avenue Rehabilitation	\$218,000	Pending Environmental Clearance
T2	City of Fairfield	Suisun Valley Rehabilitation	\$538,000	Pending Environmental Clearance
T2	County of Solano	Stimulus Overlay Project Phase 2	\$360,000	Pending Environmental Clearance
T2	City of Suisun City	Main Street Rehabilitation	\$170,000	Pending Environmental Clearance

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of August
TE	City of Benicia	State Park Bridge Overcrossing	\$320,000	Pending Encroachment Permit
TE	City of Fairfield	McGary Road Safety Improvement	\$1,000,000	Pending environmental clearance
TE	City of Fairfield	McGary Road Enhancement	\$640,000	Pending environmental clearance
TE	County of Solano	Old Town Cordelia Enhancement Phase 2	\$800,000	Submitted E76 Request

ATTACHMENT B (ARRA Local Street & Road Projects Contract Award Status)

As of 08-13-2009

Agency	Project Name	ARRA Funding Requested	Bid Opening Date	Award Date	Award Amount	Construction Start Date (or Estimate)
Benicia	East 2nd Street Overlay	\$400,000	8/1/2009	10/1/2009		11/1/2009
	State Park Bridge Overcrossing	\$320,000	9/1/2009	11/1/2009		12/1/2009
Dixon	Street & Road Rehabilitation	\$300,000	8/6/2009	8/25/2009		
	Stratford Avenue Rehabilitation	\$218,000	est. 1/31/2010	est. 2/15/2010		
Fairfield	Gateway Boulevard Resurfacing	\$900,000	7/14/2009	8/18/2009		
	E. Tabor Ave Resurfacing	\$900,000	7/28/2009	8/18/2009		
	Suisun Valley Rehabilitation	\$538,000				
	McGary Road Enhancement	\$640,000	8/4/2009	9/1/2009		
Solano County	Stimulus Overlay Project 2009	\$2,000,000	6/10/2009	6/16/2009	\$1,764,020	Completed
	Stimulus Overlay Project Phase 2	\$360,000	Est. Nov.09			April 10
	Old Town Cordelia Enhancement Phase 2	\$800,000	Est. Nov.09			April 10

Agency	Project Name	ARRA Funding Requested	Bid Opening Date	Award Date	Award Amount	Construction Start Date (or Estimate)
Suisun City	Sunset Avenue Road Rehabilitation	\$700,000	7/23/2009	8/18/2009	\$700,000	Est. 9/15/2009
	Main Street Rehabilitation	\$170,000				
Vacaville	Peabody Road/Marshall Road Pedestrian Safety Improvements	\$260,000	4/30/2009	5/26/2009	\$334,713.25	6/15/2009
	2009 Asphalt Concrete Overlay Project	\$1,376,000	8/11/2009	8/25/2009		9/14/2009
	Opticom Pre-emption project	\$320,000	N/A	N/A	N/A	9/1/2009
Vallejo	Downtown Vallejo Streetscape	\$2,138,000	09/2009	9/1/2009		
	Street Overlay	\$1,020,000	9/1/2009	9/1/2009		

ATTACHMENT C (ARRA TRANSIT PROJECT STATUS)

Transit ARRA Tier 1 Projects

Agency	Project	Amount	Contract Award Date	Anticipated Award Date	Contract Award Deadline
Fairfield	FAST Preventive Maintenance	\$550,000	Existing		11/30/09
Fairfield	MCI bus repower (9)	\$1,150,000		*11/30/2009	11/30/09
Fairfield	Bus Purchase/replacements (3)	\$417,747		*11/30/2009	11/30/09
Fairfield	GFI Fareboxes	\$1,017,238		*11/30/2009	11/30/09
Vacaville	Fixed Route bus replacement	\$1,734,372	3/31/2009		11/30/09
Vacaville	Vacaville Intermodal Station	\$482,702		11/11/2009	11/30/09
Vallejo	Rehab/Preventative Maintenance	\$4,000,000	Existing		11/30/09
Vallejo	Ferry Terminal ADA, Rehab	\$800,000		10/27/2009	11/30/09
Vallejo	Bus Maintenance Facility	\$812,324		10/27/2009	11/30/09
Vallejo	Repower Ferry Engines	\$2,000,000		10/27/2009	11/30/09
Benicia	Fueling Station Upgrade	\$60,000		9/30/2009	11/30/09
Benicia	Replace 12 Bus Shelters	\$72,000		9/30/2009	11/30/09

*Reviewing several piggyback options

ARRA Tier 2 Contingency Projects may be funded if any region projects in Tier 1 experience delivery obstacles.

Agency	Project	Amount
Fairfield	Bus Replacement (6)	\$ 788,484
Vacaville	Vacaville Intermodal	\$ 527,655
Vallejo	Vallejo Station	\$2,009,466

ARRA Supplemental Funding

Agency	Project	Amount	TEAM Grant Started	FTA Transfer Requested	Obligated in Grant Deadline	Contract Award Deadline
Fairfield	GFI Fareboxes	\$172,340	Yes	In progress	11/30/09	6/30/09
Vacaville	Electronic Fareboxes	\$115,330	Yes	Yes	11/30/09	6/30/09
Vallejo	Vallejo Transit Center	\$439,212	Yes	Yes	11/30/09	6/30/09

ARRA FTA Section 5311

Agency	Projects	Amount	Anticipated Contract Award Date	Contract Award Deadline
Dixon	Preventative Maintenance	\$48,000	Existing	11/30/2009
Dixon	Municipal Service Center	\$381,676	11/30/2009	11/30/2009
Rio Vista	Preventative Maintenance	\$75,000	Existing	11/30/2009
STA	Paratransit Buses	\$300,000	*11/30/2009	11/30/2009

*Waiting for State contract for buses to be awarded by Caltrans

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DATE: August 12, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior and Disabled Transportation Summit

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would grow significantly to 19% - more than double from 9% at the time of the study. As people age, they become less likely to maintain their driver's license while still needing to be mobile.

The STA Board Chair and County Supervisor Jim Spering requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The STA staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The Summit was held on June 26, 2009, from 9am – 2pm at the Joseph Nelson Community Center in Suisun City.

Discussion:

Over 150 people attended the Summit. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also there.

The objective of the Solano Senior and Disabled Transportation Summit was to identify and discuss transportation needs which are not being met, or are at risk for not being met.

The goals of the Summit were to:

1. Inform one another (users, providers, stakeholders, decision-makers) as to what the challenges, trends and opportunities are related to transportation for seniors and the disabled;
2. Release the State of the Senior and Disabled Transportation System powerpoint (see Attachment A). This document was created based on information gathered prior to the meeting through the use of online and printed surveys (one targeted at transportation service users and one targeted at transportation service providers).

In May 2009 surveys, were distributed throughout the county to seniors and people with disabilities as well as organizations that work with these groups, to learn what type of transportation they use and how well it was meeting their needs. The surveys were distributed through direct mail, organizations, and available on-line (see Attachment B). The hard copy surveys included a self-addressed, postage paid return. An estimated 500 individuals responded, indicating that there is a great deal of interest in this topic.

The Summit format included an introductory session, a lunchtime keynote speaker, and three moderated panel discussions organized for three specific targets: transportation providers (public, private, non-profit), transportation users and key destinations. The survey results and comments guided the panel questions and discussions. In general, seniors and people with disabilities identified the issues as availability, reliability, independence, and wanting to be valued, while expressing their appreciation and frustrations with the current transportation systems and options available to them (see Attachment C for summary of issues). The Summit was video-recorded to enable future viewing on local cable channels as well as video-streaming on agency and organization websites.

Sponsors covered the cost of the event which included Solano's transit operators graciously provided paratransit services to and from the event.

To follow up on the issues raised, a second Senior and Disabled Transportation Summit is scheduled to be held Friday, October 30. Planning has begun for the October Summit. The October Summit will be focused on strategies to address the issues raised at the June Summit. A draft agenda, once it is developed, will be presented to the Consortium, TAC and Board next month.

STA staff and the Event Planning Committee is coordinating with the transit operators more extensively during the planning stage for this second summit. Toward this end, a couple of Consortium members have been added to the event planning committee for the second summit. In addition, it has been proposed by the Summit Planning Committee that one of the panels be focused on the transit operators to provide them a forum at the second summit.

Fiscal Impact:

The STA, the County, and the Senior Coalition staffed the event. Event sponsorships covered costs for the event.

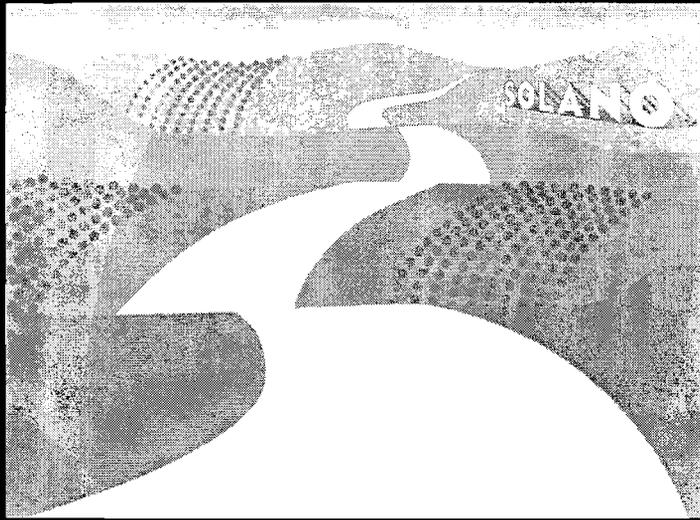
Recommendation:

Informational.

Attachments:

- A. Powerpoint of Senior and Disabled Transportation Survey results
- B. Survey
- C. Summary of Issues
- D. July 23, 2009 Letter from the Consortium members requesting participation in 2nd Summit
- E. August 12, 2009 Response Letter from STA Executive Director

SENIOR AND DISABLED TRANSPORTATION SUMMIT



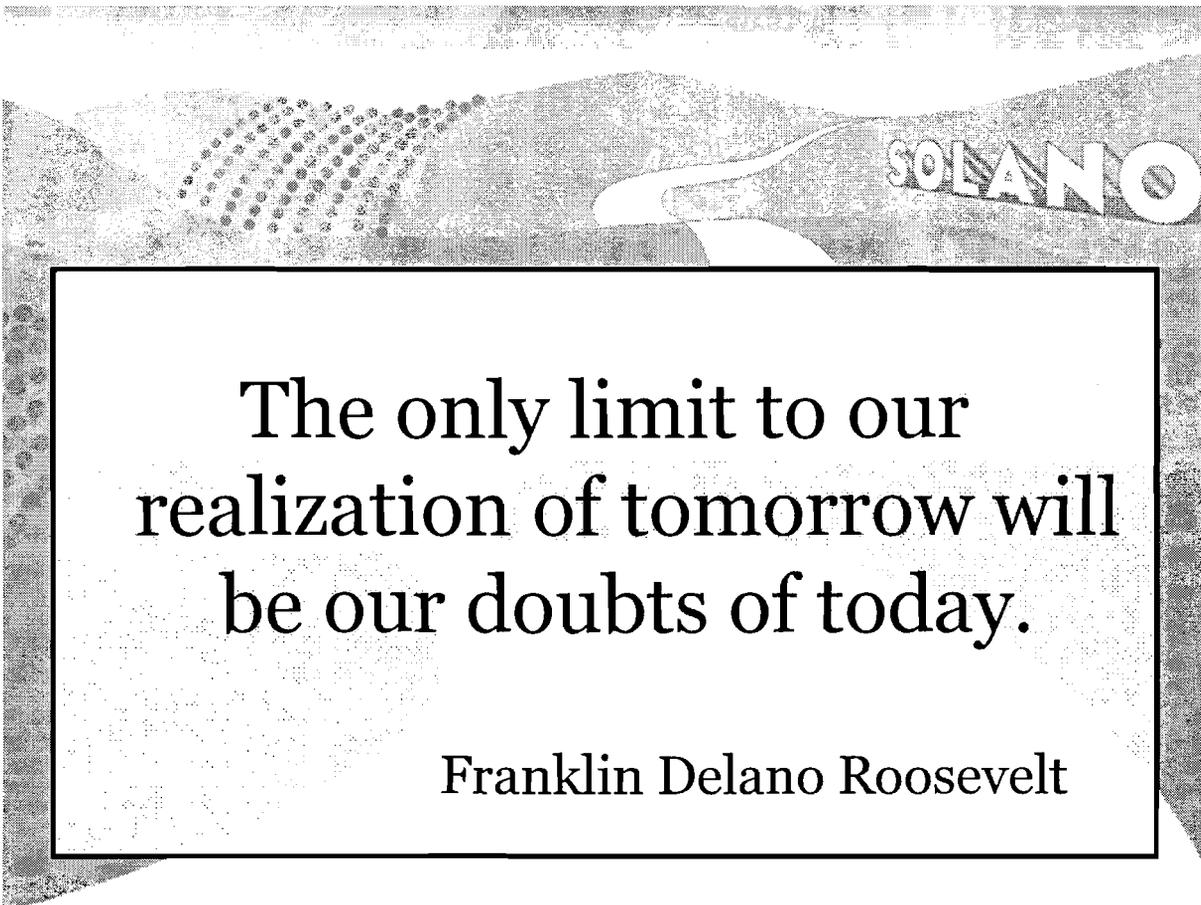
FRIDAY, JUNE 26, 2009

Solano Transportation
Authority

Metropolitan
Transportation
Commission

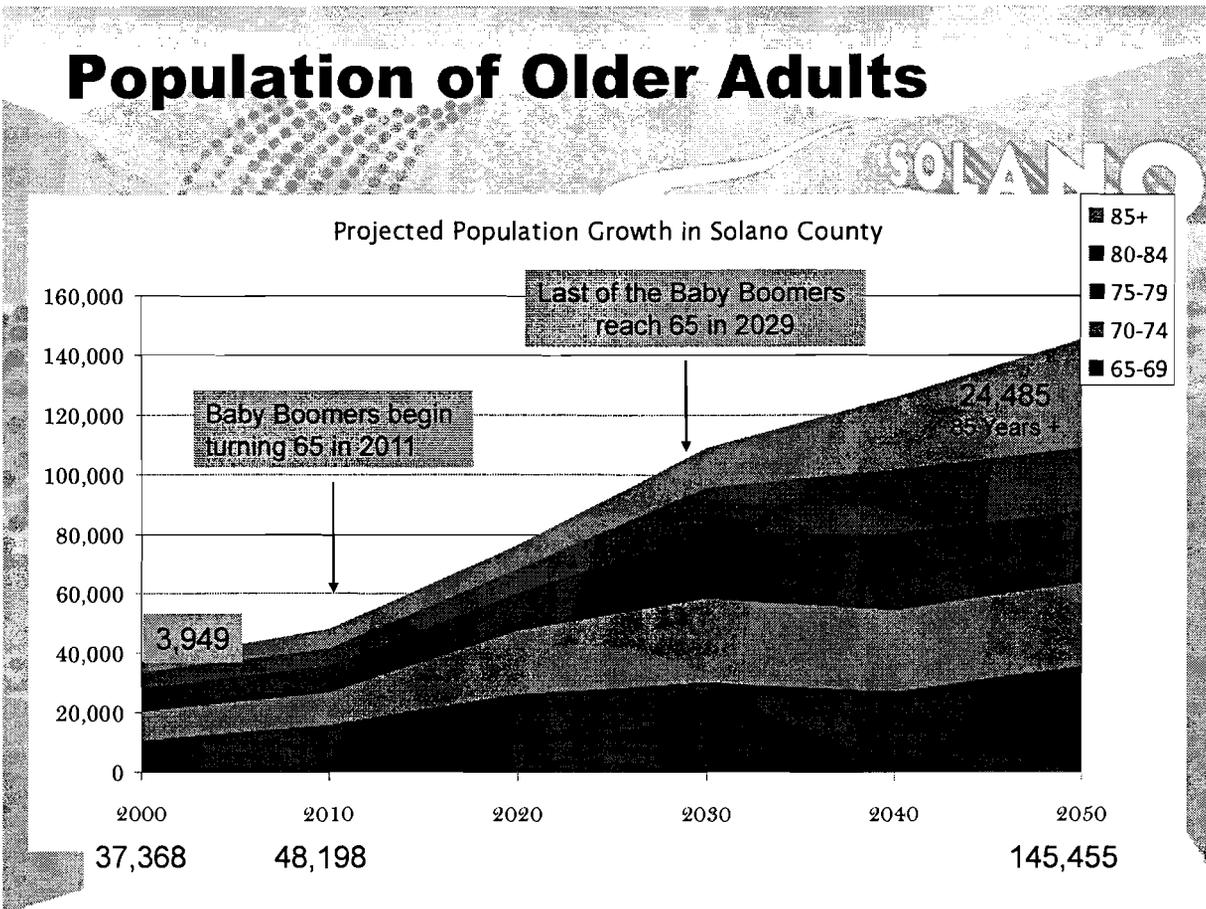
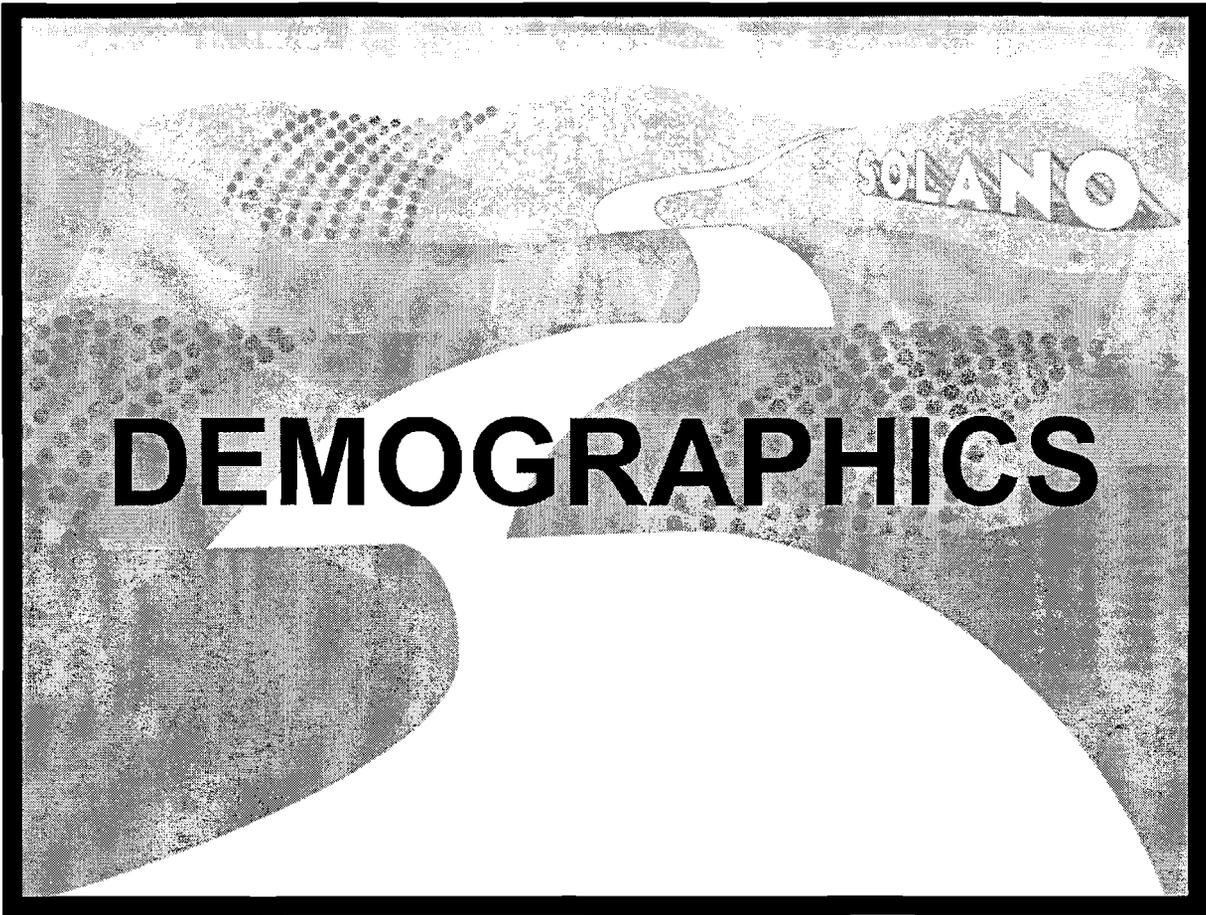
County of Solano

Senior Coalition
of Solano County



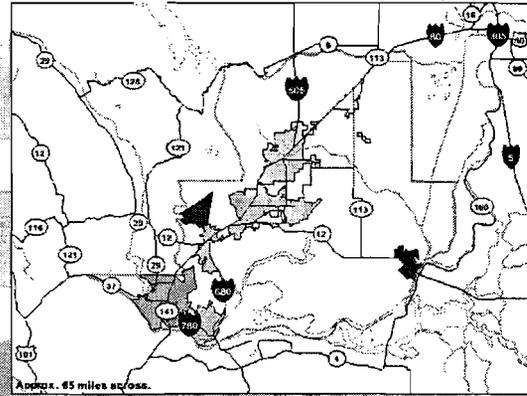
The only limit to our
realization of tomorrow will
be our doubts of today.

Franklin Delano Roosevelt



Population by Location

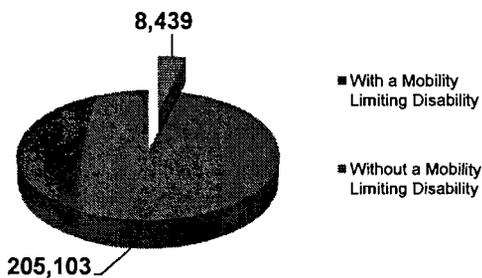
9% of the population in Solano County was 65 + (2000)



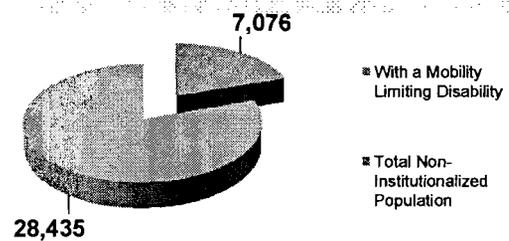
City/Place	Number of Older Adults	Number of Older Adults as a Percentage of Population
Vallejo	13,077	11.2%
Fairfield	8,656	9%
Vacaville	7,356	8.3%
Benicia	2,498	9.3%
Dixon	1,159	7.2%
Suisun	1,489	5.7%
Rio Vista	900	19.7%

Population of Disabled Individuals

Population of Non-Institutionalized Individuals Ages 21-64 In Solano County - 2000



Population of Non-Institutionalized Individuals Ages 65+ In Solano County - 2000



15,515 individuals with a mobility limiting disability

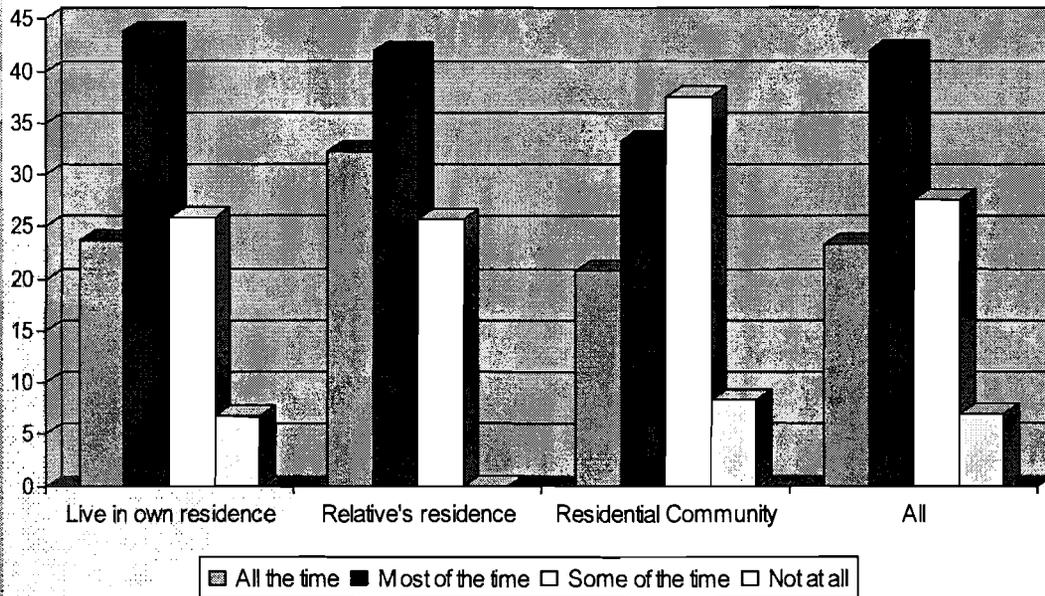
A content slide for a survey report. The background is a grayscale, textured image of a landscape with rolling hills and a winding road, similar to the title slide. The word "SOLANO" is written in a stylized, outlined font in the upper right corner. The title "Survey Responses" is at the top left in a bold, black sans-serif font. Below the title is a white rectangular box containing a bulleted list of survey findings.

Survey Responses

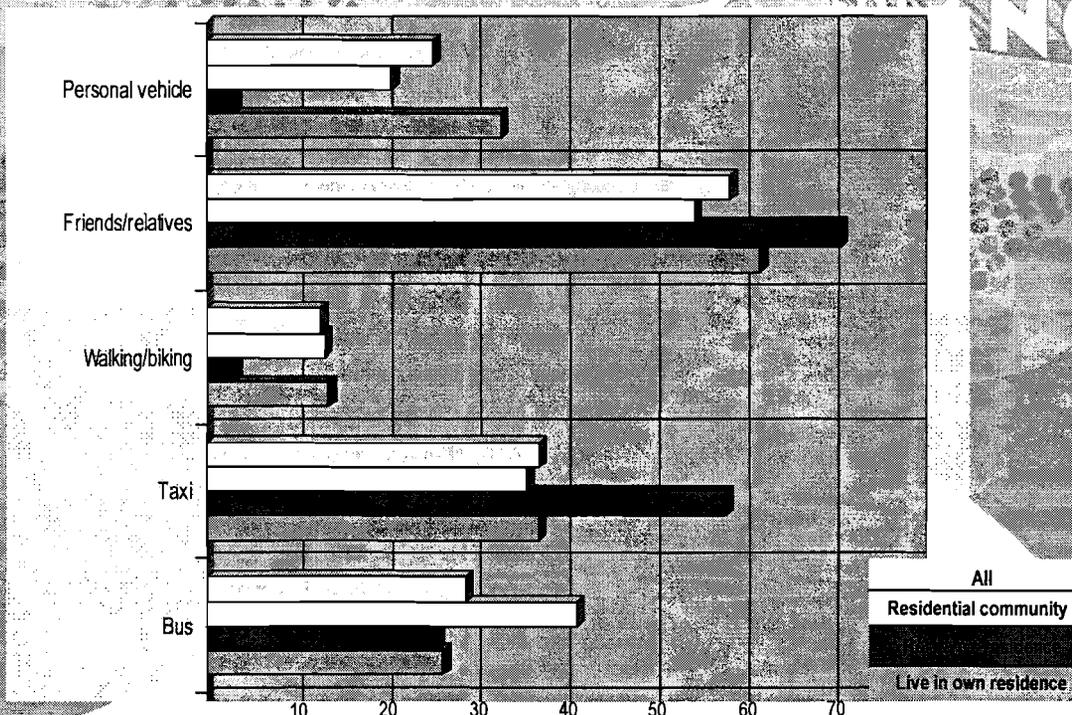
- **425 users, 15 providers**
- **81.1% of respondents adults 56 or older**
- **All communities surveyed**
 - Users in Dixon, Travis AFB, Rio Vista and unincorporated Solano County under represented
- **Majority live “independently”**
 - 62% live in own residence
 - 14% in residential community
 - 10% in home of a relative

Meeting Transportation Needs

■ Making available options work for them

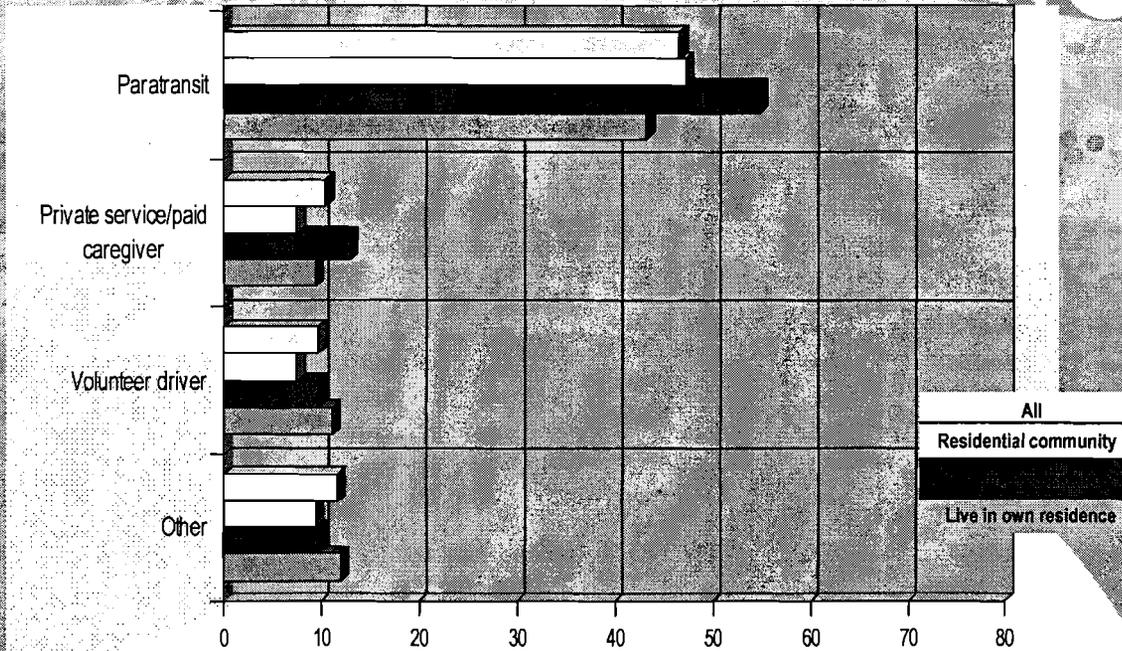


Use of Transportation Options



Use of Transportation Options

SOLANO



Key Issues: Personal Vehicle

SOLANO

- Provides most independence
- Option not available due to various impairments
 - Fear of freeway driving
 - Poor eyesight
 - Medical conditions, medications
- Expensive to maintain, insure and gas
- Access, wheelchair limitations

Key Issues: Friends/Relatives

SOLANO

- Door-to-door service
- Feel like they are imposing
- Competition with work schedules
- Access, wheelchair limitations

Availability ... Reliability ... Independence

Key Issues: Taxi

SOLANO

- Door-to-door service
- Expensive, especially to other cities
- Wait times, arrival times
- Not always available
- Awareness of subsidized programs
- Access, wheelchair limitations

Availability ... Reliability ... Independence

Key Issues: Bus

SOLANO

- **Distance to and from bus stops**
 - Physical ability to get to bus stops (walking and wheelchair)
 - No bench to sit on at bus stops
- **Proximity of bus stops to medical, shopping, grocery**
- **Transfers and connections**
- **Wait times between buses**
- **Time commitment**

Availability ... Reliability ... Independence

Key Issues: Bus

SOLANO

- **Missed appointments**
- **Appointments outside of service times**
- **Appointments in other communities**
- **Destinations not served**
- **Getting purchases home**
- **Confusing schedules, routes**
- **Access, wheelchair limitations**

Availability ... Reliability ... Independence

Key Issues: Paratransit

SOLANO

- Ride not always available
- Advance scheduling (7 days to 24 hours)
- Arrival times
- Riders stranded at destination
- Missed appointments
- Appointments outside of service times
- Destinations in other cities
- Time commitment
- Getting purchases home

Availability ... Reliability ... Independence

Key Issues: Private/Volunteer

SOLANO

- **Private services**
 - Awareness of services
 - Cost a factor
 - Ride availability
- **Volunteer drivers**
 - Limits on where they can go
 - Ride availability
 - Scheduling

Availability ... Reliability ... Independence

Users Summary

SOLANO

- **Appreciative of services available**
 - Concern over services being cut
- **Lack ability to get where, when and on a schedule they want**
- **Expense has to be balanced with time constraints**
- **Lack of clarity in rules, actual available options**

Availability ... Reliability ... Independence

Key Issues: Providers

SOLANO

- **Lack of funding**
 - Existing funding in jeopardy
- **Rising cost of fuel, maintenance, insurance**
- **Limited number of vehicles, drivers**
 - Increasing number of seniors, disabled individuals
 - Volunteers not wanting liability risks

Availability ... Reliability ... Independence

Key Issues: Providers

SOLANO

- **Vehicle accessibility**
 - Being able to get in, wheelchair access
- **Lack of coordination between paratransit systems**
- **Staying on transportation schedule**
 - Medical appointments run early or late
 - Traffic congestion
 - Passenger no-shows
 - Perceived lack of customer service

Availability ... Reliability ... Independence



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Survey of the Transportation Needs of Solano County Seniors and Disabled Persons

The Solano Transportation Authority, Metropolitan Transportation Commission, County of Solano and the Senior Coalition of Solano County are gathering information from seniors and disabled individuals on their transportation needs. The information will be used to identify strategies to improve the overall mobility of seniors and disabled individuals. The survey can be completed online at www.solanocounty.com/survey. Please return the completed survey by Friday, June 19, 2009 by folding and **taping** to show the self-addressed postage paid panel.

1. What community do you live in?

- | | | |
|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> Benicia | <input type="checkbox"/> Rio Vista | <input type="checkbox"/> Vacaville |
| <input type="checkbox"/> Dixon | <input type="checkbox"/> Suisun City | <input type="checkbox"/> Vallejo |
| <input type="checkbox"/> Fairfield | <input type="checkbox"/> Travis AFB | <input type="checkbox"/> Unincorporated Solano County |

2. Do you have any limitations on your ability to drive? Mark all that apply.

- | | | |
|--|---|--|
| <input type="checkbox"/> No restrictions | <input type="checkbox"/> No longer drive | <input type="checkbox"/> Restricted to local driving |
| <input type="checkbox"/> Never drove | <input type="checkbox"/> Restricted to daylight hours | <input type="checkbox"/> Require adaptive equipment |
| <input type="checkbox"/> Other _____ | | |

3. What is your primary means of travel to appointments, work and/or errands?

- | | | |
|--|--------------------------------------|---|
| <input type="checkbox"/> Personal vehicle | <input type="checkbox"/> Taxi | <input type="checkbox"/> Private service/paid caregiver |
| <input type="checkbox"/> Friends/relatives | <input type="checkbox"/> Bus | <input type="checkbox"/> Volunteer driver |
| <input type="checkbox"/> Walking/biking | <input type="checkbox"/> Paratransit | <input type="checkbox"/> Other _____ |

4. Which of the following have you used in the past year? Mark all that apply.

- | | | |
|--|--------------------------------------|---|
| <input type="checkbox"/> Personal vehicle | <input type="checkbox"/> Taxi | <input type="checkbox"/> Private service/paid caregiver |
| <input type="checkbox"/> Friends/relatives | <input type="checkbox"/> Bus | <input type="checkbox"/> Volunteer driver |
| <input type="checkbox"/> Walking/biking | <input type="checkbox"/> Paratransit | <input type="checkbox"/> Other _____ |

5. Is your primary means of travel meeting your transportation needs?

- | | |
|---|--|
| <input type="checkbox"/> All the time | <input type="checkbox"/> Some of the time |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Not at all, please explain: _____ |

6. Mark all of the potential transportation barriers that apply to you.

	Public Transit	Paratransit Service	Subsidized Taxi	Taxi Without Subsidy	Private Transportation
Ride not always available	<input type="checkbox"/>				
Not familiar with service	<input type="checkbox"/>				
Not convenient / difficult to use	<input type="checkbox"/>				
Service is too expensive	<input type="checkbox"/>				

7. Please share specifics on key obstacles marked above or explain other transportation challenges you face.

8. In what ways do you find your current means of travel helpful or useful to you?

9. In what ways do you find your current means of travel not helpful or useful to you?

10. What destinations do you need to get to that you can't get to with your current means of travel?

11. If you could ask one question about your transportation needs, what would it be?

Your answers to the following demographic questions will help us compare and understand your answers as well as provide us with information needed to apply for State and Federal transportation grants.

- | | | | | |
|--|---|---|---|---|
| <p>Gender:</p> <p><input type="checkbox"/> Female</p> <p><input type="checkbox"/> Male</p> <p>Age:</p> <p><input type="checkbox"/> 15 or younger</p> <p><input type="checkbox"/> 16 to 21</p> <p><input type="checkbox"/> 22 to 35</p> <p><input type="checkbox"/> 36 to 55</p> <p><input type="checkbox"/> 56 to 75</p> <p><input type="checkbox"/> 76 or older</p> | <p>Income:</p> <p><input type="checkbox"/> Under \$10,000</p> <p><input type="checkbox"/> \$10,000 - \$14,999</p> <p><input type="checkbox"/> \$15,000 - \$24,999</p> <p><input type="checkbox"/> \$25,000 - \$34,999</p> <p><input type="checkbox"/> \$35,000 - \$44,999</p> <p><input type="checkbox"/> \$45,000 - \$59,999</p> <p><input type="checkbox"/> \$60,000 - \$99,999</p> <p><input type="checkbox"/> \$100,000 - \$150,000</p> <p><input type="checkbox"/> Over \$150,000</p> | <p>Household size:</p> <p><input type="checkbox"/> 1</p> <p><input type="checkbox"/> 2</p> <p><input type="checkbox"/> 3</p> <p><input type="checkbox"/> 4</p> <p><input type="checkbox"/> 5 or more</p> | <p>Where do you live?</p> <p><input type="checkbox"/> With my parents</p> <p><input type="checkbox"/> My own residence</p> <p><input type="checkbox"/> Relative's residence</p> <p><input type="checkbox"/> Residential community</p> <p><input type="checkbox"/> Medical facility</p> <p><input type="checkbox"/> _____</p> | <p>Who helps you with your transportation needs?</p> <p><input type="checkbox"/> Nobody, live alone</p> <p><input type="checkbox"/> Nobody, I'm the caregiver</p> <p><input type="checkbox"/> Spouse</p> <p><input type="checkbox"/> Relative</p> <p><input type="checkbox"/> Caregiver</p> <p><input type="checkbox"/> Roommate</p> <p><input type="checkbox"/> _____</p> |
|--|---|---|---|---|

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

Please RSVP to Solano Transportation Authority at (707) 424-6075 by Friday, June 19, if you plan to attend. Be sure to let us know if you have special transportation needs.

	Senior & Disabled Transportation Summit
	A forum to identify needs and opportunities to improve transportation for senior and disabled individuals in Solano County.
	SAVE THE DATE!!
	Friday, June 26, 2009th 9:00 am - 2:00 pm
	Joseph Nelson Community Center 611 Village Drive, Suisun City CA
	<i>Food for the event is donated by Merrill Gardens at North Bay, Vallejo and Vacaville.</i>



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NUMBER 100 SUISUN, CA

POSTAGE WILL BE PAID BY ADDRESSEE

SOLANO TRANSPORTATION AUTHORITY
One Harbor Center, Suite 130
Suisun City, CA 94585-9899



CONTACT INFORMATION: Your contact information is not required, but may be helpful if more information is needed to understand your transportation needs. Any information provided will be kept confidential.

Name: _____ *Phone:* _____

Email: _____

If you are completing this survey on behalf of a senior or disabled person, please state the reason why:

RAW DATA
Summary of Issues Presented
Senior and Disabled Transportation Summit
July 26, 2009

1. Customer Service
2. Scheduling Issues
3. Reliability
4. Lack of Information and Lack of Understanding
5. Centralized Transit System for Solano County
6. ADA City Issues
7. Bus Shelters and Benches/Accessibility
8. Cost
9. Coordination and Collaboration
10. More Volunteers are Needed
11. Service is Limited
12. Funding

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RECEIVED

July 23, 2009

JUL 30 2009

Daryl Halls
Solano Transportation Authority
One Harbor Way
Suisun City, Ca 94585

SOLANO TRANSPORTATION
AUTHORITY

Subject: Solano County Senior and Disabled Transportation

Dear Mr. Halls:

The members of the Solano Express Intercity Transit Consortium are appreciative of the opportunities afforded us as a result of the Senior and Disabled Summit held in June. Consequently, the Solano Express Intercity Transit Consortium is confirming its participation on any committees developed by the STA, Solano County, or the Metropolitan Transportation Commission, to identify solutions to the transportation concerns expressed by Solano County residents during the Senior and Disabled Summit.

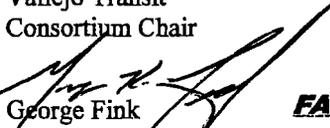
The members of the Intercity Transit Consortium believe our expertise can provide solutions to mobility management in Solano County. As transit industry professionals, we are constantly assessing our services to meet the needs of the communities we serve. Moreover, as solutions are explored, the consortium members will offer experience to educate other committee members on the prerequisites of the services we provide, operating rules and regulations, existing funding, as well as potential funding opportunities.

Collectively we should pursue new paradigms in how public transportation services are designed and delivered. It is only through collaboration and partnerships with both private and public sectors that we will have the opportunity to undergo the fundamental changes necessary to meet the ever-increasing need of the people we serve.

Sincerely,


Crystal Odum Ford
Vallejo Transit
Consortium Chair




George Fink
Fairfield and Suisun Transit




Brian McLean
Vacaville City Coach

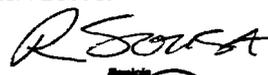



Jeff Matheson
Dixon Redit-Ride
Consortium Vice Chair



John Andoh
Delta Breeze




Rob Sousa
Benicia Breeze



Cc: Mayor Jack Batchelor, Jr, City of Dixon
Mayor Len Augustine, City of Vacaville
Mayor Harry T. Price, City of Fairfield
Mayor Pete Sanchez, City of Suisun
Mayor Jan Vick, City of Rio Vista
Mayor Osby Davis, City of Vallejo
Mayor Elizabeth Patterson, City of Benicia
Councilman Tom Bartee, City of Vallejo, Alternate Board Member of STA
Jim Spering, District 3 Supervisor for Solano County, Chairman of STA Board
Rochelle Sherlock, Coordinator, Senior Coalition of Solano County
Paul Wiese, County of Solano
Mariko Yamada, Assemblymember, California Eighth District
Stephen Pierce, Public Communications Officer, Solano County
Royce Cunningham, Public Work Director, City of Dixon
Rod Moresco, Public Works Director, City of Vacaville
Gene Cortright, Public Works Director, City of Fairfield
Dan Kasperson, Public Works Director, City of Suisun
Morrie Barr, Interim Director of Public Works, City of Rio Vista



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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August 12, 2009

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Vallejo Transit
Consortium Chair
555 Santa Clara St.
Vallejo, CA 94590-5922

Jeff Matheson
Dixon Redit-Ride
Consortium Vice-Chair
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Delta Breeze
One Main Street
Rio Vista, CA 94571-1842

George Fink
Fairfield and Suisun Transit
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Fairfield, CA 94533-6803

Brian McLean
Vacaville City Coach
650 Merchant Street
Vacaville, CA 95688-6908

RE: Solano County Senior and Disabled Transportation

Dear Crystal, Jeff, Rob, John, George and Brian:

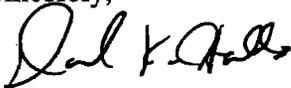
I am writing in response to a July 23, 2009 letter I received from all of you in your role as the members of the Solano Express Intercity Transit Consortium pertaining to the topic of Solano County Senior and Disabled Transportation. Specifically, your letter conveys the Consortium's interest in participating on any committees developed by the STA, Solano County or the Metropolitan Transportation Commission to identify solutions to the transportation concerns expressed by Solano County residents during the Senior and Disabled Summit held on June 26, 2009.

First of all, I would like to thank the members of the Consortium for attending the first summit and for collectively offering your recognized transit expertise to help assist in the development of potential solutions to the range of senior and disabled mobility issues identified at this summit. In response to your letter, the Consortium's 2009 Chair Crystal Odum Ford has been added by Supervisor Jim Spring as a representative to the planning committee for the 2nd Summit. At last week's meeting of this event planning committee, there was a ready acceptance of the Transit Consortium's offer to participating in the planning for this second summit, which is scheduled for October 30, 2009, and the committee would like to feature a panel comprised of a combination of the Solano County transit operators as part of the second summit. This panel will provide the Consortium with the opportunity to address this interested and engaged forum on the topics outlined in your letter.

In addition, Supervisor Spring has indicated his intent to request the STA organize the formation of a working group made up of the members of the Solano Express Intercity Transit Consortium, STA, Solano County, Solano County Senior Coalition, MTC, non-profits, and others, to collectively and collaboratively work together to identify and evaluate options for solutions to the transportation concerns and issues identified at the first summit. As noted in your letter, this will provide the

opportunity for the participating members to learn more about the existing public and private services currently being offered, to examine existing resources, and to identify and pursue future funding opportunities.

Sincerely,



Daryl K. Halls
Executive Director

Cc: The Honorable Mariko Yamada, 8th Assembly District
STA Chair and Supervisor James P. Spering
STA Vice-Chair and Suisun City Mayor Pete Sanchez
Mayor Elizabeth Patterson, City of Benicia
Mayor Jack Batchelor, City of Dixon
Mayor Harry Price, City of Fairfield
Mayor Jan Vick, City of Rio Vista
Mayor Len Augustine, City of Vacaville
Mayor Osby Davis, City of Vallejo
Council Member Tom Barteo, City of Vallejo
Mike Johnson, County Administrator, Solano County
Jim Erickson, City Manager, City of Benicia
Nancy Huston, City Manager, City of Dixon
Sean Quinn, City Manager, City of Fairfield
Hector de la Rosa, City Manager, City of Rio Vista
Suzanne Bragdon, City Manager, City of Suisun City
Laura Kuhn, City Manager, City of Vacaville
Bob Adams, City Manager, City of Vallejo
Rochelle Sherlock, Coordinator, Senior Coalition of Solano County
Birgitta Corsello, Director of Resource Management Agency, Solano County
Paul Wiese, County Engineer, County of Solano
Stephen Pierce, Public Communications Officer, Solano County
Charlie Knox, Director of Public Works & Community Development, City of Benicia
Royce Cunningham, Public Works Director, City of Dixon
Gene Cortright, Public Works Director, City of Fairfield
Morrie Barr, Interim Public Works Director, City of Rio Vista
Dan Kasperson, Public Works Director, City of Suisun City
Rod Moresco, Public Works Director, City of Vacaville
Gary Leach, Public Works Director, City of Vallejo



DATE: August 7, 2009
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Bay Area Air Quality Management District (BAAQMD) and
Yolo Solano Air Quality Management District (YSAQMD) Clean Air
Grant Program Summary

Background:

The Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) annually provides clean air funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The two Air Districts divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area air basin and are eligible for BAAQMD funding. The cities of Dixon, Rio Vista, Vacaville, and the unincorporated area located in northeastern Solano County are part of the Sacramento air basin, and are eligible for YSAQMD funding.

Funding for both clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The YSAQMD also has funds to allocate from a fee collected with property taxes in areas within its air basin. The STA is responsible for programming the BAAQMD Transportation Fund for Clean Air (TFCA) funding for Solano County. A different process is implemented for programming YSAQMD Clean Air Funds. The YSAQMD is directly responsible for programming the Clean Air Funds; however, they have set up a review process which includes participation from STA Board members to review and recommend projects to the YSAQMD Board.

Discussion:

Clean Air Program Status Report

The STA approved \$2.196 million for 32 projects with BAAQMD TFCA and YSAQMD Clean Air Program funds over the last three years. The YSAQMD Clean Air Program had a higher total amount of funding with \$1.23 million compared to \$966,000 available from the BAAQMD over the same time period. Attachment A summarizes the two clean air fund sources and how the funds were allocated over the last three years. The top three project categories for clean air funds over the last three years were:

1. Bicycle and Pedestrian Projects
2. Rideshare Program
3. Clean Technologies

It should be noted that bicyclist and pedestrians also benefited from elements included in the Rideshare Program and the two remaining categories of clean air projects: transit and education. This includes bike incentives, education, and bike racks on transit. A complete list of projects is included as Attachment B.

To ensure successful implementation of each program and because of the anticipated fluctuations in funding in the future, the STA Board prioritized Clean Air Funding on June 10, 2009. The STA Board prioritized the majority of funding into three categories for the next 2 years:

1. Solano Napa Commuter Information's (SNCI) Rideshare Incentives Program
2. Solano Safe Routes to School Program
3. Development of a Solano Climate Protection Plan pursuant to SB 375

All three programs directly benefits member agencies by providing marketing of commute alternatives, capital for bike and pedestrian projects, and strategies for implementing SB 375. Attachment C is a matrix is the funding strategy approved by the STA Board on June 10, 2009. There is a remaining total balance of \$310,000 which will need to be programmed for Fiscal 2010-2011 Fiscal Year.

STA does not directly administer the YSAQMD Clean Air funding. YSAQMD staff manages the administration of the program. They are responsible for tracking and distribution of the Clean Air Funds. Overall, the STA staff and YSAQMD staff have had a positive working relationship in coordinating the Clean Air funds allocation. Before the next Clean Air cycle, STA staff will work with YSAQMD staff to continue to improve communication regarding status of Clean Air funded project delivery.

In terms of BAAQMD TFCA funding, all projects funded in Fiscal Year 2007-08 have been completed. TFCA projects have two years for completion. All other projects are on track to meet this deadline. STA staff will provide the TAC at their August 26th meeting a calculation for the total air emission benefits over the last 3 years.

Fiscal Impact:

None.

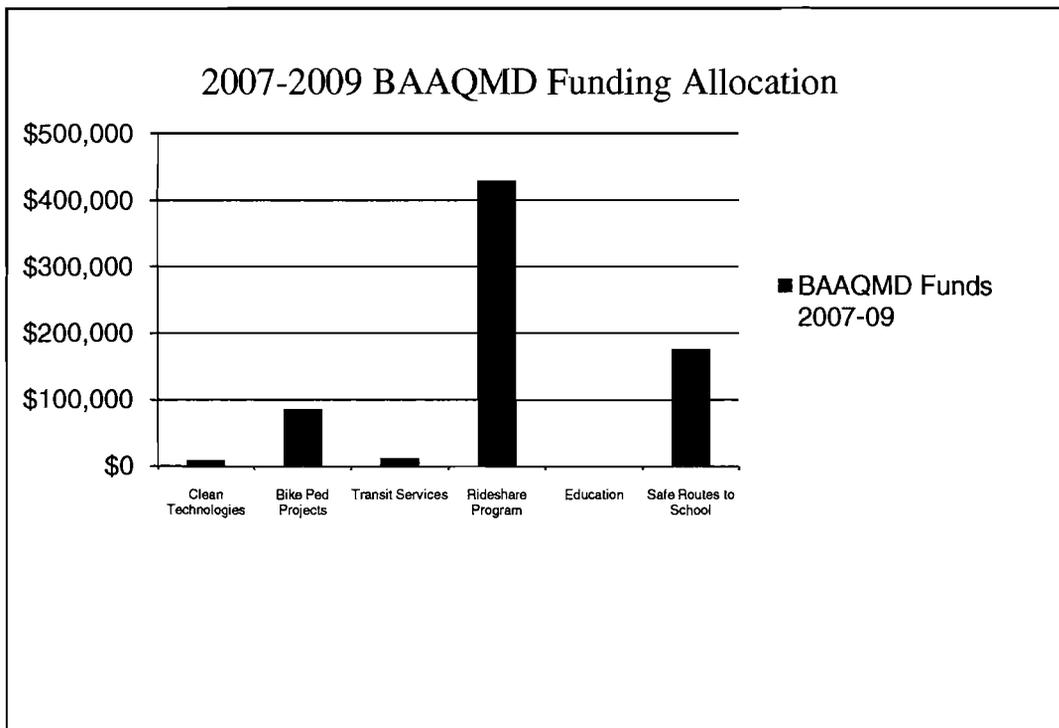
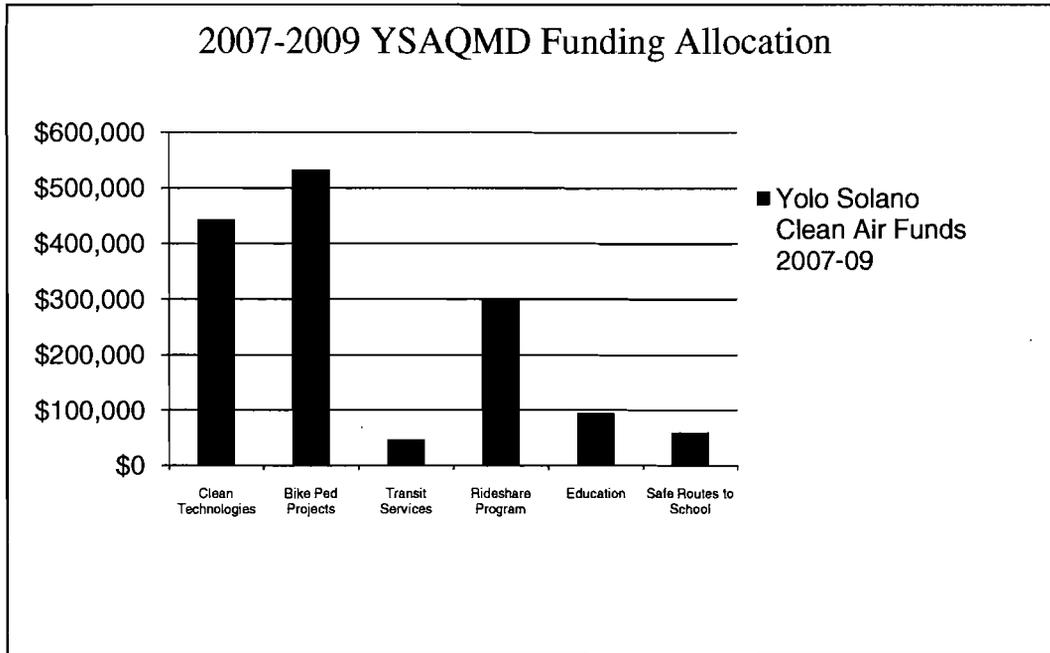
Recommendation:

Informational.

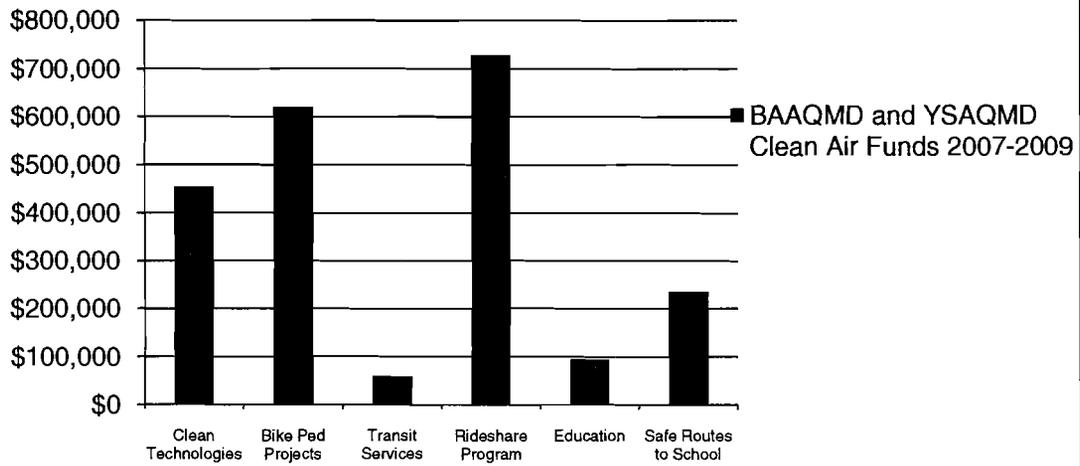
Attachments:

- A. BAAQMD TFCA and YSAQMD Clean Air Fund Distribution Summary
- B. Clean Air Project Summary FY 2007-08 to FY 2009-10
- C. FY 2009-10 and FY 2010-11 STA Board Clean Air Funding Matrix

BAAQMD TFCA and YSAQMD Clean Air Fund Distribution Summary



2007-2009 Combined Clean Air Funding Allocation



Clean Air Project Summary FY 2007-08 to FY 2009-10

Total Clean Air Funds between FY 2007-08 to FY2009-10= \$2,196,129

Type	Air District	Fiscal Year	Applicant	Project	Funded	
Clean Technologies	YSAQMD	FY 2009-10	Solano County Dept. of Resource Management	Grader Replacement Project	\$160,974	
	YSAQMD	FY 2009-10	City of Dixon	Storm Drain Clean Vehicle Replacement	\$15,000	
	YSAQMD	FY2008-09	City of Vacaville	Alternative Fuel Vehicle Incentive Program	\$100,000	
	YSAQMD	FY 2008-09	Solano County Dept. of Resource Management	Heavy Duty Truck Retrofit (1 vehicle)	\$8,000	
	YSAQMD	FY 2007-08	City of Vacaville	Alternate Fuels Program	\$100,000	
	YSAQMD	FY2007-08	Solano County	Heavy Truck Retrofit	\$35,000	
	YSAQMD	FY 2007-08	City of Rio Vista	Delta Breeze Bus Retrofit	\$25,000	
	Clean Technologies Total:					\$453,974
	Bike Ped Projects	YSAQMD	FY 2009-10	Solano County Dept. of Resource Management	Vaca-Dixon Bikeway (Phase 4)	\$23,000
YSAQMD		FY 2008-09	Solano County Dept. of Resource Management	Vacaville-Dixon Bikeway (Phase 3)	\$40,000	
YSAQMD		FY 2008-09	City of Rio Vista	Waterfront Multiuse Path	\$160,000	
YSAQMD		FY 2008-09	City of Vacaville	Ulatis Creek Bike Path Allison to I-80 (Preliminary Engir	\$22,000	
YSAQMD		FY 2008-09	STA	Safe Routes to School Project	\$60,000	
YSAQMD		FY 2007-08	Solano County Dept. of Resource Management	Vacaville-Dixon Bikeway (Phase 2)	\$150,000	
YSAQMD		FY 2007-08	City of Vacaville	Nob Hill Bike Path	\$50,000	
YSAQMD		FY 2007-08	City of Vacaville	Ulatis Creek Bike Path	\$29,000	
BAAQMD		FY 2007-08	City of Fairfield	Union Ave/ Susan Way Pedestrian Improvement	\$87,247	
Bike Ped Project Total:					\$621,247	
Transit Services	YSAQMD	FY 2009-10	City of Vacaville	City Coach Lawrence Drive route - pilot program	\$46,821	
	BAAQMD	FY 2007-08	City of Fairfield	Transit Hybrid Trucks	\$12,120	
Transit Services Total:					\$59,941	
Rideshare Program*	YSAQMD	FY 2009-10	Solano-Napa Commuter Information	SNCI Ride Share Program	\$50,000	
	BAAQMD	FY 2009-10	Solano-Napa Commuter Information	Solano Commute Promotion and Incentive Activities	\$250,000	
	BAAQMD	FY 2007-08	Solano-Napa Commuter Information	Solano Commute Activities	\$17,250	
	BAAQMD	FY 2007-08	Solano-Napa Commuter Information	Solano Commute Promotion and Incentive Activities	\$222,250	
Rideshare Program Total:					\$729,500	
Education	YSAQMD	FY 2009-10	Solano Transportation Authority	STA Climate Change Study and Action Plan	\$20,000	
	YSAQMD	FY 2009-10	Breath California of Sacramento	A. I. R. - Solano County	\$10,000	
	YSAQMD	FY 2009-10	City of Vacaville	CityCoach Public Education Campaign - Summer Youth Pass	\$4,205	
	YSAQMD	FY 2008-09	Breath California of Sacramento	Solano School Air Quality Assessment Program	\$20,000	
	YSAQMD	FY 2008-09	City of Vacaville	CityCoach Public Education Program	\$10,000	
	YSAQMD	FY 2007-08	Breath California of Sacramento	Clean Air Awareness Program	\$31,000	
Education Total:					\$95,205	

FY 2009-10 and FY 2010-11 STA Board Clean Air Funding Matrix

	TFCA		YSAQMD		2-Year Total
	FY 2009-10	FY 2010-11	FY 2009-10	FY 2010-11	
SNCI	\$250,000	\$200,000	\$50,000	\$100,000	\$600,000
Safe Routes to School	\$60,000		\$60,000		\$120,000
Climate Protection Plan			\$20,000		\$60,000
Total:	\$310,000	\$200,000	\$130,000	\$100,000	\$780,000
<i>Est. Available Funding</i>	\$310,000	\$310,000*	\$340,000*	\$310,000*	\$1,270,000
<i>Remaining Balance To Program</i>	\$0	\$110,000	\$165,000	\$210,000	\$485,000

*Based on current estimate for FY 2009-10



DATE: August 6, 2009
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2009 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2009. Attachment A is an updated STA legislative bill matrix.

Discussion:

State Update:

The Governor signed the state budget package on July 28th that addressed a deficit of more than \$23 billion. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (voter approved protection of local government budgets), a \$6 billion reduction to Proposition 98 (funding for K-12 and community colleges), \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- NO suspension of Proposition 42 gas tax funds. Rather, 1st and 2nd quarter payments for cities and counties suspended until the 3rd quarter (March 2010).
- NO diversion of approximately \$1 billion in gas tax revenue for local streets and roads funding (HUTA funds).
- Over \$336 million in “spillover revenue” that is projected to accrue in 2009-10 to fund transit bond debt service diverted for General Fund purposes.
- Full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

Attachment B is a memo from our State legislative advocacy firm outlining more details to the State budget.

Federal Update:

Reauthorization:

Attachment C is a memo from our Federal legislative advocacy firm summarizing the July 23rd hearing of the House Ways and Means Subcommittee on financing options for the Highway Trust Fund (reauthorization). The House and Senate passed legislation infusing \$7 billion into the fund to hold it over until September 30th, when it is due to expire. After Labor Day, the House and Senate will reconvene after summer recess and make a decision on the long-term financing of the Fund.

Sen. Dianne Feinstein has requested \$45 million in funding for the I-80/I-680/SR 12 Interchange Improvements in the reauthorization bill. This is a critical initial step toward obtaining funding, but does not guarantee the project will be included in the final bill, or the amount of funding. It is significant, however, because Senator Feinstein requested funding for only 33 projects statewide, ranging from \$2 million to \$354 million.

Rep. George Miller also requested \$45 million in reauthorization funds for the I-80/I-680/SR 12 Interchange Improvements, as well as \$2 million for the purchase of alternative fuel buses. Additionally, he requested \$1.5 million for the City of Vacaville to make improvements to the intermodal station and \$5 million for Solano County to make improvements in the Solano County Fairgrounds area of Vallejo. As in the Senate, a member's request for funding does not guarantee either the funding level or that it will be included in the final bill.

Appropriations:

The July 23rd House markup of the Fiscal Year (FY) 2010 Appropriations bill included two earmarks secured by Congressman George Miller:

- Alternative Fuel SolanoExpress Bus Replacement - \$500,000
- Vacaville Intermodal Station, Phase 2 - \$500,000

The Senate marked up the FY 2010 Appropriations bill at the end of July and there were no earmarks for Solano County. There was a significant decrease in overall Senate earmarks this year from previous years.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Budget Update Memo
- C. Memo re House Ways and Means Subcommittee Hearing on Long-Term Financing Options for the Highway Trust Fund



Solano Transportation Authority

LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

August 12, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

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<http://www.solanolinks.com/programs.html#p>

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<u>AB 277</u> <u>Ammiano</u> (D) Transportation: local retail transaction and use taxes: Bay Area.	Enrolled 07/21/09	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	Watch
<u>AB 744</u> <u>Torrice</u> (D) Transportation: Bay Area high-occupancy vehicle network.	SEN Approps. 08/17/09	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	Support
<u>AB 1219</u> <u>Evans</u> (D) Public transportation: Solano Transportation Authority.	Chaptered (# 143) 08/06/09	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	Sponsor and support

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Bill Number/Topic	Location	Summary	Position
<p><u>AB 1414</u> <u>Hill (D)</u></p> <p>Transportation planning: Health & Safety: Controlled Substances</p>	<p>Amended 04/30/09 to irrelevant subject.</p>	<p>Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities. This bill would make a nonsubstantive change to these provisions.</p>	
<p><u>ACA 9</u> <u>Huffman (D)</u></p> <p>Local government bonds: special taxes: voter approval.</p>	<p>ASM Com. On Appr. Suspend File</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p><u>ACA 10</u> <u>Torlakson (D)</u></p> <p>Taxation: Education Finance District: special tax</p>	<p>To ASM Third reading 07/23/09</p>	<p>Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.</p>	
<p><u>ACA 15</u> <u>Arambula (D)</u></p> <p>Local government transportation projects: special taxes: voter approval</p>	<p>ASM inactive file 07/23/09</p>	<p>Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.</p>	<p>Support 06/10/09</p>

Bill Number/Topic	Location	Summary	Position
<p><u>SB 205</u> <u>Hancock</u> (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>ASM Approps. 07/13/09</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p>	<p>Support</p>
<p><u>SCA 6</u> <u>Simitian</u> (D)</p> <p>Taxation: educational entities: parcel tax.</p>	<p>SEN third reading 07/23/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p><u>SCA 12</u> <u>Kehoe</u> (D)</p> <p>Public safety services: local government.</p>	<p>SEN third reading 07/23/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p><u>SB 716</u> <u>Wolk</u> (D)</p> <p>Local transportation funds.</p>	<p>ASM third reading. 07/23/09</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.</p>	<p>Watch</p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p>HR 1571 Tauscher (D-CA) Private investment in Commuter Vanpooling Act of 2009</p>	<p>Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09</p>	<p>This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.</p>	
<p>HR 2454 Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p>	<p>7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.</p>	<p>To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.</p>	
<p>S 1156 Harkin (D-IA) Safe Routes to School Program Reauthorization Act</p>	<p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p>	<p>This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.</p>	

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SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

July 31, 2009

TO: Board Members, Solano Transportation Authority

FROM: Gus Khouri, Legislative Advocate
Shaw/Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- JULY

2009-10 Budget

Anticipating the dismal prospects of the May Special Election, Governor Schwarzenegger unveiled his May Revision on May 14th to the 2009-10 State Budget to illustrate the state's looming deficit shortfall. Despite signing a budget that addressed a shortfall of \$41.6 billion in late February, the Governor estimates a \$15.4 billion deficit out of an \$88.8 billion General Fund budget for 2009-10 in the absence of any corrective action. That budget assumed the passage of Propositions 1A, 1B, 1C, 1D, and 1E on the May 19th ballot. Failure of these measures added an additional \$5.8 billion deficit, which translated into a \$21.2 billion gap for 2009-10. All five of the measures failed passage by more than a 2 to 1 margin. The Governor cited the worldwide market collapse, the loss of 730,000 jobs (11.2% state unemployment rate as of March 2009) and the decline of personal income for the first time since 1938 in California as the driving factors for the problem.

On July 24th, the legislature voted on a package that addressed a deficit of more than \$23 billion. The Governor signed the package on July 28th. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$6 billion reduction to Proposition 98, \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- The Governor did not propose a suspension of Proposition 42. Rather, 1st and 2nd quarter payments for cities and counties will be suspended until the 3rd quarter (March 2010).
- A plan to divert approximately \$1 billion of gas tax revenue for local streets and roads funding (HUTA funds) was defeated at the eleventh hour.

- Over \$336 million in “spillover revenue” that is projected to accrue in 2009-10 to fund transit bond debt service is diverted for General Fund purposes.
- Provides full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

According to the Governor, California’s budget situation is likely to remain challenging for some time for two reasons. First, while the economic forecast projects that a recovery from the recession will begin next year, the recovery is not expected to be as robust as in past years. Second, some of the solutions to the budget crisis are one-time, or of limited duration. This is to be expected in the face of such a severe fiscal crisis. It would simply not have been possible to have balanced the budget entirely with permanent tax increases and ongoing spending cuts, given federal, constitutional and other limitations. Preliminary projections for the coming fiscal year suggest that the state will face a significant budget shortfall; perhaps in the \$7 to \$8 billion range (the newest projections suggest a \$15 billion deficit for 2010-11), with even larger shortfalls projected in out-years.

State Legislative Update

AB 1219 (Evans) is an STA–sponsored bill which would streamline the Transportation Development Act (TDA) by authorizing the Solano County Transportation Authority (STA) to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County.

This bill has successfully made it through the process and is awaiting the Governor’s signature.

**AKIN GUMP
STRAUSS HAUER & FELD LLP**

Attorneys at Law

MEMORANDUM

July 27, 2009

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: House Ways and Means Subcommittee Hearing on Long-Term Financing Options for the Highway Trust Fund

On July 23, 2009, **Chairman Richard Neal (D-MA)** convened a hearing before the House Ways and Means Committee's Subcommittee on Select Revenue Measures to examine long-term financing options for the Highway Trust Fund. The Subcommittee heard testimony from four panels of witnesses, including members of Congress, regulators and the public sector.

Members of the House Transportation and Infrastructure Committee

House Transportation and Oversight Committee Chairman James Oberstar (D-MN) called for Congress to pass a six-year authorization to provide over \$450 billion for surface transportation programs before the September 30 expiration of SAFETEA-LU. He stated that while the Administration had requested an 18-month extension of current law, he would move forward with his bill to reform the program and create a performance-based framework for multi-modal investment. He included safety improvements, transit choices, reduced congestion, freight mobility, improvements to the environment and public health, and development of livable communities, among the goals of the bill. He noted that both the National Surface Transportation Policy and Revenue Study Commission and the National Surface Transportation Financing Commission had recommended that the gasoline and diesel user fees be increased and concluded that this would provide a stable, reliable, and dedicated revenue stream for surface transportation programs.

Chairman Oberstar also recommended that Congress approve the transfer of \$3 billion from the general treasury to the highway trust fund, estimating a deficit of \$1.9 billion by the end of September. The Administration had requested a larger transfer of \$20 million to allow Congress more extensive consideration on how to finance and improve the transportation programs.

Rep. John Mica (R-FL), the Ranking Member, also endorsed a six-year reauthorization. He stated that the gas tax used to fund the Trust Fund is "dead" and recommended replacing it with a flat sales tax that would include a cap. He suggested that reforms to speed up the approval and permitting process would result in significant saving and allow the funds already dedicated to the program to be spent more efficiently. He also recommended creation of both state and national infrastructure banks and an increase in funding for TIFIA loans to increase investment in transportation projects.

July 27, 2009

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Transit and Highways Subcommittee Chairman Peter DeFazio (D-OR), offered three recommendations for raising revenues to support transportation programs: 1) indexing the gas tax to construction costs and dedicating the increased revenue to repayment of a ten-year bond to generate revenue for the first years of the six-year bill; 2) imposing a per-barrel fee on imported domestic and imported crude oil and an equivalent fee on imported refined gasoline and diesel; and placing a transaction tax on speculative crude oil trading.

Members of Congress

Rep. Ken Calvert (R-CA) recommended a program to support dedicated funding for designated freight corridors. He stated that although his district is 50 miles from the Ports of Los Angeles and Long Beach, his constituents see and feel the impact of trade and goods movement every day. Under the ON TIME Act (*The Our Nation's Trade, Infrastructure, Mobility, and Efficiency Act*, H.R. 947), the revenue from a .075 ad valorem fee on freight would support transportation projects within National Trade Gateway Corridors, extending from ports of entry into the United States along freight routes. He explained that projects would be limited to surface transportation projects, such as highway improvements, truck climbing lanes, truck bypasses grade separations and interchanges on key freight routes, as well as publicly-owned intermodal freight transfer facilities and improvements to the transportation linkages out of port facilities within the boundaries of a port terminal.

A few members proposed legislation to promote investment in railroads. **Rep. Kendrick Meek (D-FL)** urged the Subcommittee to support the Freight Rail Infrastructure Capacity Expansion Act (H.R. 1806), which would provide incentives for capital investment in rail infrastructure. The bill would allow a 25% tax credit for infrastructure investments in new track, intermodal facilities, yards, locomotives and other projects that expand rail capacity. He explained that any and all businesses that make capacity-enhancing investments would be eligible for the credit, including shippers. The bill would also allow expensing of all qualifying rail infrastructure capital expenditures. **Rep. Corrine Brown (D-FL)** also advocated providing incentives for rail investment, attempting to advance a similar proposal, *The Comprehensive Rail Infrastructure Investment Act* (H.R. 1789). **Rep. Jerry Moran (R-KS)** spoke in support of the extension of the short line tax credit, would provide a tax credit of 50 cents for every dollar the railroad spends on track improvements.

Government and Private Sector Witnesses

Roy Kienitz, Department of Transportation Under Secretary of Policy, would not endorse an increase to, or indexing of the gas tax, or any other of Rep. DeFazio's proposals. When Rep. Mike Thompson (D-CA) asked him why he would not support a fee based on VMT, Kienitz replied that the state of the economy would not allow the tax increases at this time.

July 27, 2009

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Some of the witnesses representing interest groups endorsed an increase in gasoline and diesel taxes. **Janet Kavinoky, Transportation Infrastructure Congressional & Public Affairs Director, United States Chamber of Commerce**, stated that the Chamber would support an increase in user fees if the Congress would adopt legislation that would provide a strong federal role in transportation policy, adopt reforms emphasizing accountability and performance measures, provide access to public financing, limit earmarks and non-transportation spending, and provide sustainability. **President and Chief Executive Officer Robert Darbelnet** also stated that AAA would support a gas tax increase with program reforms, asserting that it remains the best way to generate significant amounts of revenue. Testifying on behalf of the Associated General Contractors of America, **Don Weaver, Vice President, Weaver-Bailey Contractors**, recommended raising the federal gasoline tax by 18 cents to account for the effects of inflation.

Ways and Means Committee Members

Only a handful of members attended and participated in the hearing. **Chairman Neal** spoke in support of a six-year reauthorization bill, but made no statement concerning Ways and Means Committee consideration of the bill.

Rep. Earl Blumenauer (D-OR) recommended expanding Oregon's pilot VMT program nationally. He introduced legislation on July 23 to provide funding for the expansion and evaluation of the program.

Rep. Patrick Tiberi (R-OH) expressed concern regarding the looming deficit in the trust fund, particularly that he had received a wide range of estimates on the total amount necessary to bail out the fund. He observed that the shortfall might be between \$3 billion to \$7 billion between now and the end of September and will be "plugged" by another transfer from the General Fund of the U.S. Treasury, currently at more than \$1 Trillion in the red for the year. He also objected that the Oberstar bill did not correct the issue of donor/non-donor states.

Rep. Kevin Brady (R-TX) recommended sun-setting the trust fund within two and a half years to pressure Congress into finding a resolution to transportation funding. He recommended reforming the existing system before raising revenue for expansion of the federal program.

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DATE: August 5, 2009
TO: STA Technical Advisory Committee
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2008-09 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Through its programs and promotions with employers and employees, and assistance to commuters and travelers, SNCI addresses Goal 5a of the STA's Comprehensive Transportation Plan, "The Solano CTP will seek to maintain regional mobility while improving local mobility; mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems," and Goal 6b "Promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues."

The STA Board approved the FY 2008-09 Work Program for the SNCI Program in July 2008 (Attachment B). The Work Program included nine major elements.

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

With the completion of the fiscal year, SNCI has prepared an annual report which is presented in Attachment A.

Discussion:

The SNCI Program has had an active and productive year. Following are the highlights of selected accomplishments from the SNCI 2008-09 Annual Report.

SNCI continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to nearly 3,500 information calls, processed over 1,200

matchlists and staffed over 60 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets and community events. SNCI stocks 123 display racks with current rideshare and transit information. Over 48,000 pieces of public transit literature was distributed, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor. Staff also coordinated with the Solano Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

Employers throughout Solano and Napa Counties have received a range of employer services. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. SNCI administered Transportation Surveys and provided density maps that were used to determine the commuting needs at many employer sites. Staff provided transportation alternative information to California State Automobile Association (CSAA) employees relocating from San Francisco to Fairfield in March.

The Emergency Ride Home (ERH) Program has been in operation since January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. Nine new employers registered for the ERH program bringing the total of participating employers to 50 in Solano County and 20 in Napa County.

The Solano Commute Challenge was a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October. Thirty-nine major employers totaling 545 employees participated in the second annual countywide Solano Commute Challenge. Employer participation increased by almost 45% over the previous year's 27 major employers, and employee participation soared nearly 85% over previous year's 296 employees. Three hundred participants met the goal and earned the title "Commute Champion" and received a \$50 Commute Buck reward.

The vanpool program continued to provide quality customer service and support to new and existing vanpools, taking on the additional responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo or Sacramento counties. Twenty-six new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed last year, with 8 vanpools coming to Solano County. Staff also performed 275 van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed. The vanpool incentive program is designed to encourage the formation of new vanpools and to keep active vans on the road. It includes a vanpool seat subsidy for new vans and back-up driver incentives. During the fiscal year, 7 vans received the vanpool start-up incentive totaling \$3,050; and 17 commuters received the back-up driver incentive totaling \$1,600.

In celebration of the 15th Annual Bike to Work Day, over 1,600 Solano and Napa residents rode their bicycle to work on May 14th, 2009. The day began with 19 Energizer Stations throughout Solano and Napa counties handing out juice, breakfast treats, and messenger bags stuffed with bike-related goodies. Both seasoned cyclists and new

enthusiasts chose the healthy commute this Bike to Work Day, pocketing their gas money and improving the environment.

Recommendation:

Informational

Attachments:

- A. Solano Napa Commuter Information 2008-09 Annual Report (under separate cover)
- B. Solano Napa Commuter Information FY 2008-09 Work Program

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The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program offers free services and information for alternative transportation in Solano and Napa Counties and surrounding regions. Carpool, vanpool, bus, ferry, rail, bicycling and more information and services are delivered to the general public and through employers. Through the provision of these services and programs SNCI assists the STA to "promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues." The focus of the SNCI program is to encourage the use of non-drive alone travel modes to maximize roadway efficiencies, improve air quality, present mobility options and affect climate change issues.

The SNCI program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2008-09 Work Program for the SNCI Program in July 2008. The Work Program included nine major elements: Customer Service, Employer Program, Vanpool Program, Incentives, Emergency Ride Home, SNCI Awareness Campaign, Bike to Work Campaign, General Marketing, and Partnerships.

General Public Services and Outreach

Customer Service

SNCI provides a high level of customer service via telephone, internet, and community events. During 2008-09, staff responded to nearly 3,500 information calls, providing ridematching services, local and regional transit trip planning, Baylink Ferry and Capitol Corridor schedules and more. Over 1,050 carpool/vanpool matchlists were processed; 697 were for newly interested commuters and 353 were updates.

Thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Nearly 37,500 pieces of public transit schedules were distributed along with 12,891 SNCI Commuter Guides, 9,482 BikeLink maps and 10,921 SolanoExpress brochures. This represented a 53% increase in materials distributed over FY 2007-08. Much of this increase can be attributed to distribution of revised versions of the SolanoExpress brochures and Commuter Guides, a result of changes in inter-city routes, and the Bikelink maps revision.

On May 1, 2009 SNCI began to use the new regional ridematch system. This new system allows individuals to log their daily commutes and track the amount of carbon emissions saved by using a commute alternative. SNCI provided input and testing support prior to the launch.

Events

SNCI has staffed 61 events in Solano and Napa Counties, providing in-person ridematching and transit-trip planning services. These events include:

- Farmers Markets in Fairfield, Napa, St Helena, Vacaville, and Vallejo
- Health Fairs
- Benefits Fairs

- Employer Events
- Earth Day Events
- Community Events

Literature Produced & Distributed

SNCI creates and distributes a wide range of commuter information materials. The primary pieces created are: Commuter Info Guide, SolanoExpress Transit Connections, and Solano-Yolo BikeLinks Map. During 2008-09, all three publications were updated, reprinted, and distributed.

Display Racks

There are currently 123 display racks, supplied and maintained by SNCI with up-to-date ridesharing and transit information, at locations throughout Solano and Napa counties: city halls, community centers, libraries, chambers of commerce, and large employers. Over 48,000 pieces of public transit literature was distributed, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Read Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor.

Marketing

SNCI regularly places advertisements in local newspapers and on local radio stations as part of regional rideshare campaigns and throughout the year to increase general program awareness. Other advertising avenues are also used, such as Chamber of Commerce “Hot Sheets” and city specific visitor’s guides.

Employer Programs

Employers

SNCI works with employers in Solano and Napa counties to help them improve their employees’ commutes and reduce the number of drive alone commute trips. A database of nearly 500 employers in the two counties is maintained and kept current. This database is used to promote SNCI services and programs through periodic mailings and e-mails. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services.

Employers received a range of employer services. Presentations detailing the benefits of alternative commute programs have been made to 18 employers. Twenty-seven employer events were staffed, a 92% increase. SNCI administered five Transportation Surveys and provided seven density maps used to determine the commuting needs at many employer sites. Staff provided transportation alternative information to California State Automobile Association (CSAA) employees relocating from San Francisco to Fairfield in March. Interest in the Commuter Tax Benefit program has increased. Staff attended a workshop explaining the program in March 2009.

Solano Commute Challenge

The Solano Commute Challenge is a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October. This employer outreach strategy incorporates strengthening partnerships with business organizations and the Solano Chambers of

Commerce. A program of rewards and incentives for employer coordinators and participating employees is incorporated. Thirty-nine major employers totaling 545 employees participated in the second annual countywide Solano Commute Challenge during FY 2008-09. Employer participation increased by almost 45% over last year's 27 major employers, and employee participation soared nearly 85% over last year's 296 employees. 302 participants met the goal, earned the title "Commute Champion" and received a \$50 Commute Buck reward.

Employer Awards include:

Most Outstanding Workplace (greatest number of Commute Champions)

- County of Solano

Commute Champion Workplace (20+ Commute Champions)

- Genentech, Vacaville
- Goodrich, Fairfield
- Kaiser Permanente Medical Center, Vallejo



Commute Contender Workplaces (10-20 Commute Champions)

- Bio-Rad Laboratories, Benicia
- Anheuser-Busch, Fairfield
- Travis Air Force Base, Fairfield
- NorthBay HealthCare Medical Center, Fairfield
- Fairfield-Suisun Unified School District, Fairfield & Suisun City
- California Vegetable Specialties, Rio Vista
- State Compensation Insurance Fund, Vacaville

Emergency Ride Home

The Emergency Ride Home (ERH) Program has been in operation in Solano County since January 2006, while the Napa County ERH Program was implemented in May 2007. The objective of these programs is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. By alleviating worker's concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative transportation in Solano and Napa counties. Nine new employers registered for the ERH program bringing the total of participating employers to 50 in Solano County and 20 in Napa County. During the year there were nine requests to use the ERH program.

Vanpool Program

Vanpool formation and support are the cornerstones of the vanpool program. SNCI works with individuals and employers to illustrate the significant benefits of vanpooling and encourage vanpool formation. Twenty-six new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed last year, with 8 vanpools

coming to employers in Solano County. Vanpool support and assistance are integral to keeping vanpools on the road. During FY 2008-09, the vanpool program took on the additional support responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo or Sacramento counties. SNCI is now responsible for the support of nearly 170 vans. Staff performed 275 van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed.

Vanpool Incentives

SNCI currently administers two vanpool incentives designed to encourage the formation of new vanpools and to keep active vans on the road. It includes a vanpool seat subsidy for new vans and back-up driver incentives.

The *Vanpool Start-up Incentive* is designed to encourage the formation of vanpools and help get them on the road. The vanpool can receive an incentive/subsidy in the form of gas cards during the first four months, when the vanpool is at least 70% full and is actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program. During the fiscal year, 7 vans received the vanpool start-up incentive totaling \$3,050.

The *Vanpool Back-Up Driver Incentive* is designed to keep active vanpools on the road by encouraging passengers to become back-up drivers to avoid driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating they have driven at least five times each month. During the fiscal year, 17 commuters received the back-up driver incentive totaling \$1,600.

Bicycle Programs

SNCI encourages the use of bicycling as a commute alternative by distributing the Solano Yolo BikeLinks maps, coordinating the annual region-wide Bike to Work Week activities in Solano and Napa counties, and providing a bicycle incentive.

Bike to Work Week

Bike to Work Week is held each year in May. This region-wide event is designed to persuade drive alone commuters to try bicycling to work, at least one day a week. In celebration of the 15th Annual Bike to Work Day, over 1,600 Solano and Napa residents rode their bicycle to work on May 14th, 2009 pocketing their gas money and improving the environment. SNCI supported 19 strategically placed Energizer Stations throughout Solano and Napa counties handing out juice, breakfast treats, and messenger bags stuffed with bike-related goodies.

A Bike to Work Week campaign packet was distributed to over 300 employers in the two counties to encourage employee participation. Local print and radio advertising was used to promote the campaign as well.

Two “contests” with winners from each county – the Bicycle Commuter of the Year and the Team Bike Challenge – were held. Craig Snider of Solano County and Justin

Medaris of Napa County received the 2009 Bike Commuter of the Year Award. The county winners of the Team Bike Challenge were the Quadsafire (Solano County) and the Glassy-Wheeled Shapscooters (Napa County). A successful sponsorship program, generating over \$3,200 in prizes, in-kind services, and monetary contributions supported the local efforts.

Bicycle Incentive

Solano County residents and employees are offered an incentive to cover 60% of the cost of a new bicycle, up to \$100, for commuting to work. This program is designed to encourage commuters who work within biking distance of home to bicycle as an alternative commute mode. During the fiscal year five individuals received the bicycle incentive.

Additional Projects/Partnerships

Solano Express Transit Marketing

The Solano Express Transit Marketing campaign consisted of two promotions, the Baylink Ferry Weekender Duo-Pass and the Express Transit Try-It-Free for Vallejo Transit and Fairfield and Suisun Transit (FAST) inter-city routes. In each promotion interested participants called or e-mailed a request for a voucher. SNCI staff processed these requests, administered the distribution of the vouchers and tracked the results. Nearly 4,100 Weekender Duo Passes and 1,500 Free 10-Ride Passes were distributed between June 1 and November 15, 2008.

Safe Routes to School

SNCI partnered with the Safe Routes to School (SR2S) program and held or assisted at three bike rodeos and two bicycle safety assemblies in addition to five walk & roll events during the months of May and June 2009. The participating schools were: Matthew Turner Elementary and Benicia Middle School in Benicia (BUSD), Anna Kyle Elementary, David Weir Elementary, and E Ruth Sheldon Elementary in Fairfield (FSUSD), and Dan O. Root Elementary in Suisun City (FSUSD).

Program Staff

Program Director	Elizabeth Richards
Program Manager/Analyst	Judy Leaks
Assistant Program Manager/Outreach	Sorel Klein
Commute Consultant	Yolanda Dillinger
Administrative Assistant	Nancy Abruzzo

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Solano Napa Commuter Information (SNCI) ATTACHMENT B
Work Program
FY 2008-09

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Leverage the current commuting concern of rising gas prices to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2009 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Including working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.



DATE: August 10, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections
Plan Status Update

Background:

The Solano Countywide Bicycle Plan calls for a Class I bicycle and pedestrian path parallel to SR12 West/Jameson Canyon Road between Red Top Road and SR 29. In June 2008, Solano Transportation Authority (STA) was selected to receive a \$55,000 grant from the Bay Area Ridge Trail Council to complete this bicycle and pedestrian connections plan. On July 9, 2008, the STA Board authorized the Executive Director to enter into a contract with a selected consultant not to exceed \$55,000. Questa Engineering Corporation was selected to assist STA with the development of the plan through a partnership working group consisting of the following agencies: Napa County Transportation and Planning Agency (NCT&PA), Solano Transportation Authority (STA), Napa County, Solano County, City of Fairfield, and Bay Area Ridge Trail Council.

Discussion:

The plan commenced in September 2008, however, a request was made to STA to stop work on the study in December 2008 due to the State's decision to freeze California's bond spending. The source of the \$55,000 grant awarded by the Bay Area Ridge Trail was bonds issued under Proposition 84 appropriated to the California Coastal Conservancy (Conservancy). Fortunately, almost 10 months later, STA received a notice on July 9, 2009 from the Conservancy to continue work on the plan. Since then, STA staff has begun to work with Questa Engineering Corporation to resume the work on the SR12 Jameson Canyon Bicycle and Pedestrian Connections Plan.

With about a 10-month delay, the agreement will be amended to reflect an appropriate extension to complete the plan. There is no cost increase for completing this work despite the 10 month delay. The first partnership working group meeting to begin the development of the plan is anticipated for early September 2009 at a date and time to be determined.

Recommendation:

Informational.

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DATE: August 5, 2009
 TO: STA Board
 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 5 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 1st to May 1st. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate. Project sponsors are reminded that September 30, 2009 marks the end of SAFETEA-LU and as a result, all unobligated funds will be rescinded by FHWA.

<u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u>			
<ul style="list-style-type: none"> - \$8.7 M in Federal funding - Receive E76 by April 30, 2009 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON (CMAQ & ARRA-TE). Encroachment permits pending.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Construction begins.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON. Responding to Caltrans Field Review comments.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. Construction completed.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. Requested E-76. Expect obligation by Mid-August.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Received E76 for CON.
Vacaville	SOL070028	Vacaville Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Re-submit PS&E package due to new DBE program.
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV. Fund obligated.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Construction begins.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Contract awarded on May 19 th . Construction begins.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$1,600,000 ARRA Fund and \$580,000 CMAQ for CON. Fund obligated June 16, 2009.

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>

Currently listed Inactive Projects				
Review Period: 01/01/09 – 03/31/09				
Invoice Submission Due to LPA: May 22, 2009				
Justification Due to DLAE: May 22, 2009				
Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537.81	Invoice received by State; awaiting approval. Monitor progress.	City received last check. Project close out.
Projects that will become inactive by June 2009				
Vacaville	Various Locations In Vacaville And Dixon, Leasing of electric vehicles	\$10,000	Authorized 09/08/02	Final report has sent out on late June.
Fairfield	Linear Park Between N. Texas St. & Dover Ave. Pedestrian and bike path.	\$330,000	Authorized 04/18/07	Final Invoice \$10,155.52. City received first \$10,000

Projects that will become inactive by September 2009				
Suisun City	Various Locations Throughout City, striping for Bike Lanes	\$15,268	Authorized 8/1/2001. Last Billed 08/25/06	Staff has submitted close-out paperwork to DLAE
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007	Construction recently completed. Preparing final report of expenditure / final invoice this month.

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) by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2009-10, and want to receive an allocation at the August 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by June 15, 2009.

In accordance with recently adopted policy by MTC, all allocated construction funds must have a contract awarded within six months of allocation, and for federal projects (i.e. TE projects), be sure the sponsor's Disadvantaged Business Enterprise (DBE) program is approved by the Local Assistance.

STIP ALLOCATION STATUS REPORT FOR FY08-09			
Projects that need allocation by July, 2009			
Submit allocation request by May 11, 2009			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project was deferred on June CTC meeting.
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Project was deferred on June CTC meeting.
MTC	TE reserve	\$381,000	Will lapse due to advances of ARRA-TE Funding
STIP ALLOCATION STATUS REPORT FOR FY09-10			
Projects that need allocation by September 10, 2009			
Submit allocation request by July 13, 2009			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$3,800,000	ROW, May request and advance from programmed CON funding.

Vallejo	Vallejo Ferry Terminal Parking Phase 2	\$11,412,000	Amendment requested to CTC for \$13.1 million in FY09-10 for CON. 95% design done, will advertise in late August.
Vacaville	Jepson Parkway Gateway enhancement	\$230,000	Potential delay until FY11-12 due to advance of ARRA-TE funding
Solano	TE reserve	\$0	TE Reserve \$721K to go to other counties due to advance of ARRA-TE funding for Solano TE projects from other counties.

4. State Transportation Improvement Program (STIP) Update

Since the State budget is adopted, California Transportation Commission will review the Draft 2010 STIP Fund Estimate in August and adopt it in September. Cities should review their currently programmed STIP projects in anticipation of limited new STIP funding in FY 2013-14 & 2014-15. MTC expects to receive programming recommendations from the STA by November or December.

5. New Federal Transportation Act

Congress is expected to extend SAFETEA-LU by 18 months, so MTC is getting ready to program the next cycle of federal funds. Over the next three months, MTC will finalize STP/CMAQ funding programs (e.g., Local Streets and Roads Rehabilitation, Bike/Ped, TLC, etc.) and request CMAs to program funds for FY 2009-10, 10-11 and 11-12 as part of the Cycle 1 (Cycle 2 will be the next 3 years). Once the funding programs are created by MTC (Sept/Oct), STA planning staff will work closely with the STA TAC to select projects for funding (e.g., Call for projects) and obtain approval from the STA Board (Oct/Dec). Once approved, STA project delivery staff will program those projects into the TIP with MTC (Dec/Jan).

Local agencies should be aware of this upcoming planning, programming, and project delivery schedule and anticipate meeting the usual array of deadlines or program, obligate, and deliver federal funds.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: August 10, 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
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)*	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	None. Projects will be selected for funding on a first-come, first-served basis.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)*	Anthony Fournier, BAAQMD (415) 749-4961	None. Projects will be selected for funding on a first-come, first-served basis.
New Freedom Program for large urbanized areas (UAs)*	Kristen Mazur, Metropolitan Transportation Commission (MTC) (510) 817-5789	August 7, 2009

Bicycle Facility Program*	Avra Goldman, Bay Area Air Quality Management District (BAAQMD) (415) 749-5093	September 14, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program for Rural Projects	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009
Caltrans Highway Safety Improvement Program (HSIP)*	Sylvia Fung, Caltrans (510) 286-5226	October 8, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation 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 transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation
Region 9
(415) 744-3133

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



FUNDING OPPORTUNITY

Carl Moyer Off-road Equipment Replacement Program

For Sacramento Metropolitan Area

Application Due On First-Come, First-Served Basis

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Off-road Equipment Replacement 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 non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>

Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,
(916) 874-4893
gbailey@airquality.org

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



FUNDING OPPORTUNITY
Carl Moyer Memorial Air Quality Standards Attainment Program
For San Francisco Bay Area
Application Due On First-Come, First-Served Basis

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment 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 non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

Program Contact Person: Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, afournier@baaqmd.gov

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



FUNDING OPPORTUNITY
New Freedom Program
For Large Urbanized Areas
Application Due August 7, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the 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 non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The New Freedom Program provides funding to support new public transportation services and/or public transportation alternatives beyond those required by the Americans for Disabilities (ADA) act of 1990.

Funding Available: Approximately \$3.7 million is available.

Eligible Projects: Examples:

- Paratransit enhancements
- Feeder services
Accessibility improvements to transit and intermodal stations not designated as key stations
- Travel training
- New and expanded fixed route and demand responsive transit services planned for and designed to meet the needs of individuals with disabilities

Further Details: http://www.mtc.ca.gov/funding/new_freedom.htm

Program Contact Person: Kristen Mazur, 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

Bicycle Facilities Program

Application Due September 14, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment 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 transportation agencies and operators of public transportation services, including private operators of public transportation services.

Program Description: The Bicycle Facility Program (BFP) is a grant program that provides funding to reduce motor vehicle emissions through the implementation of new bicycle facilities in the San Francisco Bay Area.

Funding Available: A total amount of \$600,000 will be available for distribution via the BFP in FY 2009/2010. The minimum BFP grant for a single project is \$10,000 and the maximum grant is \$120,000.

Eligible Projects: Examples:

- Class I – Bicycle Paths
- Class II – Bicycle Lanes
- Class III – Bicycle Routes
- Bicycle Lockers and Racks
- Secure Bicycle Parking
- Bicycle Racks on Public Transportation Vehicles

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bicycle-Facility-Program.aspx>

Program Contact Person: Avra Goldman, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-5093, agoldman@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, swoo@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">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities

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:

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

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



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Application Due October 8, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Highway Safety Improvement Program (HSIP) 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: The applicant for HSIP funds is an agency that assumes responsibility and accountability for the use and expenditure of federal-aid highway funds. The applicant must be a city or a county within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.

Program Description: HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.

Funding Available: Approximately \$50 million statewide is available for HSIP projects.

Eligible Projects: Examples (not limited to):

- An intersection safety improvement
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or other warning devices
- Improvement for pedestrian or bicyclist safety or for safety of persons with disabilities
- Conducting road safety audits
- Construction of a traffic calming feature
- Transportation safety planning
- Improvement of highway signage and pavement markings

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

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans),
(510) 286-5226
sylvia_fung@dot.ca.gov

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



**Solano Transportation Authority
Board Meeting Highlights
July 8, 2009
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the July 8, 2009 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of July 8, 2009. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Jim Spering (Chair)	County of Solano
Pete Sanchez (Vice Chair)	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville

Appointment of Bernadette Curry as STA's Deputy Legal Counsel

Recommendation:

Approve the following:

1. Designate Bernadette Curry as Deputy Legal Counsel; and
2. Authorize the Executive Director to sign a legal services agreement with the County of Solano for three months with an option to extend.

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

ACTION –FINANCIAL ITEMS

A. Fiscal Year (FY) 2008-09 Final Budget Revision

Recommendation:

Adopt FY 2008-09 Final Budget Revision as shown in Attachment A.

On a motion by Board Member Batchelor, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

B. Fiscal Year (FY) 2009-10 Budget Revision and FY 2010-11 proposed Budget

Recommendation:

Approve the following:

1. Adopt the FY 2009-10 Budget Revision as shown in Attachment A; and
2. Adopt the FY 2010-11 Proposed Budget as shown in Attachment B.

On a motion by Board Member Batchelor, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

C. Executive Director Contract

Recommendation

Approve the following:

1. Direct STA staff to determine if PERS benefits for the Executive Director and other STA staff could be changed from the existing 2% @ 55 to 2.7% at 55 in a manner such that it is a neutral budget impact; and
2. Provide for annual buy-back of the Executive Director's accumulated sick leave in excess of 320 hours; and
3. Recognize business travel and attendance at conferences and seminars on behalf of STA.

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

D. Suisun Valley Rains Drain Flood Control Study

Recommendation:

Approve the following:

1. Authorize the Executive Director to negotiate a scope and fee and execute a contract amendment with the Mark Thomas (MTCO)/Nolte Joint Venture (JV) to provide engineering services necessary to develop an agreed upon solution for the Suisun Valley Rains Drain flooding issue for an amount not-to-exceed \$300,000; and
2. Authorize the Executive Director to execute a Memorandum of Understanding (MOU) among all affected/interested agencies including, but not limited to the following: Solano County Water Agency (SCWA), Caltrans, Solano Irrigation District, Solano County, and the City of Fairfield.

On a motion by Board Member Price, and a second by Vice-Chair Sanchez, the STA Board unanimously approved the recommendation. The vote was 6 to 1. The City of Benicia opposed the recommendation.

ACTION – NON FINANCIAL ITEMS

A. **Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study and Implementation Plan**

Recommendation:

Authorize the Executive Director to distribute the final Draft I-80/I-680/I-780 Corridor Highway Operations Study and Implementation Plan for public comment.

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

B. **I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

Recommendation:

Authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant/vendor to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility.

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

C. **Legislative Update**

Recommendation:

Approve position of “support in concept” for the Federal Surface Transportation Authorization Act *and approve an “emergency” to support of SB 406.*

On a motion by Board Member Patterson, and a second by Board Member Vick, the STA Board unanimously approved the recommendation *as amended shown above in bold italics.*

CONSENT CALENDAR ITEMS

On a motion by Board Member Price, and a second by Vice Chair Sanchez, the STA Board unanimously approved Consent Calendar Items A thru M. (Note: Item N, Appointment of Deputy Legal Counsel was moved after the approval of the agenda.)

A. **STA Board Meeting Minutes of June 10, 2009**

Recommendation:

Approve STA Board Meeting Minutes of June 10, 2009.

B. **Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of June 24, 2009**

Recommendation:

Receive and file.

C. **Fiscal Year (FY) 2009-10 Indirect Cost Allocation Plan (ICAP) Rate Application**

Recommendation:

Approve the following:

1. ICAP Rate Application for FY 2009-10; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

D. Solano County Fiscal Year (FY) 2009-10 Transportation Funds for Clean Air (TFCA) I-80 Express Lanes Project Implementation

Recommendation:

Approve the following:

1. Approve the attached Resolution 2009-14 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$1.1 million for preliminary engineering for the I-80 HOT Lanes project;
2. Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the I-80 Express Lanes work;
3. Authorize the Executive Director to issue a Request for Proposals (RFP) to select two consultant teams to prepare environmental documents, one for the I-80 HOT Lanes (Red Top to Airbase Parkway) project and one for the I-80 HOT Lanes (Airbase Parkway to I-505) project and to award contracts up to \$1.1 million; and
4. Authorize the Executive Director to issue a Request for Proposals (RFP) for a Project Manager for the I-80 Express Lanes and enter into a contract not-to-exceed \$100,000.

E. Contract Amendments - (MTCo)/Nolte Joint Venture (JV) for I-80 Ramp Metering Design and the I-80 Eastbound Cordelia Truck Scales Relocation Environmental Document

Recommendation:

Approve the following:

1. Contract amendment for MTCo/Nolte JV in the amount of \$505,500 for additional design services required for the I-80 HOV Lanes - Ramp Metering Project; and
2. Contract Amendment for MTCo/Nolte JV in the amount of \$235,000 for additional services required for the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

F. Traffic Model Advisory Committees

Recommendation:

Approve the following:

1. The Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC);
2. Direct staff to send the Cooperative Agreement to its member jurisdictions for adoption; and
3. Direct staff to send the Cooperative Agreement to the NCTPA for adoption.

G. Metropolitan Transportation Commission (MTC) Planning Funding Agreement Scope of Work

Recommendation:

Approve the scope of work as specified in Attachment A.

H. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – July 2009 – Includes the City of Dixon

Recommendation:

Approve the July 2009 TDA Matrix which includes the FY 2009-10 TDA claim for the City of Dixon.

I. Intercity Transit Ridership Study

Recommendation:

Authorize the Executive Director to release a Request for Proposals for a Solano Intercity Transit Ridership Survey and execute a contract with a consultant for an amount not-to-exceed \$50,000.

J. Contract Amendment for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)

Recommendation:

Approve Contract Amendment No. 5 with Moore Iacofano Goltsman (MIG) for an additional amount of \$40,000 for STA marketing services.

K. Solano Senior and Disabled Transportation Study

Recommendation:

Authorize the Executive Director to release a Request for Proposals and enter into consultant agreement for an amount not-to-exceed \$50,000 to update the Solano Senior and Disabled Transportation Study.

L. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10 Work Program

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2009-10.

M. Safe Routes to School – Part Time Program Coordinator and Safety Coordinator

Recommendation:

Authorize the Executive Director to enter into agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachments A and B, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and the Bay Area Air Quality Management District (BAAQMD).

N. *At the request of Board Chair Spering, this item was moved after the approval of the agenda.*

Appointment of Bernadette Curry as STA's Deputy Legal Counsel

Recommendation:

Approve the following:

1. Designate Bernadette Curry as Deputy Legal Counsel; and
2. Authorize the Executive Director to sign a legal services agreement with the County of Solano for three months with an option to extend.

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

A. MTC Presentation:

Alameda County Supervisor and new MTC Chair, Scott Haggerty, addressed the STA Board MTC's current regional priorities and Solano County's transportation issues and priorities.

B. Caltrans Report:

None reported.

C. STA Reports:

1. Susan Lent, Akin Gump, provided a Federal Legislative report.
2. Board Chair Spering highlighted the Senior and Disabled Transportation Summit of June 26, 2009. He stated that the next Summit is tentatively scheduled for October 30, 2009 at a location yet to be determined.
3. STA Status Reports:
 - A. Projects – Janet Adams reported on upcoming construction projects.
 - B. Planning – Robert Macaulay reported on the priority development process of SB 375.
 - C. Transit and Rideshare – Elizabeth Richards announced the upcoming Employer Commute Challenge to begin in August 2009.

INFORMATIONAL ITEMS

- A. Implementation of STA’s Overall Work Plan for Fiscal Year (FY) 2009-10 and FY 2010-11**
- B. North Connector – Phase 2 Project Update**
- C. Comprehensive Transportation Plan (CTP) Update**
- D. Legislative Update**
- E. Project Delivery Update**
- F. Funding Opportunities Summary**
- G. STA Board and Advisory Committee Meeting Schedule for 2009**

ADJOURNMENT

The STA Board meeting was adjourned at 8:00 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 9, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: August 10, 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 the remainder of 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
REMAINDER OF CALENDAR YEAR 2009**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
August 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
August 12	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 12 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
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
3 rd Week in September	TBD	Model TAC	STA Conference Room	Tentative
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)	Benicia City Hall	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
Thurs., October 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., October 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15, 2009	6:00 p.m.	Pedestrian Advisory Committee (PAC)	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
Wed., November 4	6:00 p.m.	STA's 12 th Annual Awards	Jelly Belly	Confirmed
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
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
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 2nd Wednesday of Every Month
 Consortium/TAC: Meets *Last* Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Odd* Month
 PCC: Meets 3rd Fridays of every *Odd* Month