



Solano Transportation Authority

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Members:

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

**MEETING NOTICE**

**Wednesday, October 11, 2006**

**STA Board Meeting/Workshop  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA**

**6:00 p.m. Regular Meeting  
6:30 p.m. Board Workshop**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY  
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

*Time set forth on agenda is an estimate. Items may be heard before or after the times designated.*

<b>ITEM</b>	<b>BOARD/STAFF PERSON</b>
<b>I. CALL TO ORDER – CONFIRM QUORUM</b> (6:00 p.m.)	Chair Augustine
<b>II. PLEDGE OF ALLEGIANCE</b>	
<b>III. APPROVAL OF AGENDA</b>	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT</b> (6:05 – 6:10 p.m.)	

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**2006 STA BOARD MEMBERS**

Len Augustine Chair City of Vacaville	Anthony Intintoli Vice Chair City of Vallejo	Steve Messina City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Jim Spering City of Suisun City	Ed Woodruff City of Rio Vista	John Silva County of Solano
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**2006 STA BOARD ALTERNATES**

Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez
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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls  
Pg. 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**  
(6:10 – 6:30 p.m.)
- A. **Caltrans Report**
- **Benicia Bridge Construction Presentation** Mo Pazooki
- B. **MTC Report**
- C. **STA Report**
1. **State Legislative Update** Shaw/Yoder, Inc.
2. **Report from the League of California Cities** Amy O’Gorman
3. **STA Proclamation of Appreciation** Chair Augustine
- City of Vacaville’s Joy Apilado
4. **STA’s 9<sup>th</sup> Annual Awards Nominees** Jayne Bauer
- VII. **CONSENT CALENDAR**
- Recommendation:*  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:30 – 6:35 p.m.)
- A. **STA Board Minutes of September 13, 2006** Johanna Masiclat  
*Recommendation:*  
Approve STA Board Minutes of September 13, 2006.  
Pg.7
- B. **Review Draft TAC Minutes of September 27, 2006** Johanna Masiclat  
*Recommendation:*  
Receive and file.  
Pg. 15
- C. **Updated STA Board Meeting Schedule for Calendar Year 2006 and 2007** Johanna Masiclat  
*Recommendation:*  
Informational.  
Pg. 21
- D. **Fiscal Year (FY) 2005-06 4<sup>th</sup> Quarter Budget Report** Susan Furtado  
*Recommendation:*  
Receive and file.  
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- E. Funding Agreement with Napa County Transportation Planning Agency (NCTPA)** Elizabeth Richards
- Recommendation:  
*Authorize the Executive Director to enter into an agreement with NCTPA for \$25,000 of TFCA funds for FY 2006-07 for development and implementation of an Emergency Ride Home (ERH) and Commuter Incentives Program in Napa County.*  
**Pg. 29**
- F. State Partnership Planning Grant Funds and Local Match for I-80/I-680/I-780 Corridors Study Highway Operations Plan** Robert Guerrero
- Recommendation:  
*Approve the following:*
- 1. Adopt Resolution No. 2006-05 authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the I-80/I-680/I-780 Corridors Study Highway Operations Plan.*
  - 2. The allocation of \$62,500 State Transit Assistance Funds (STAF) for the required 20% local match.*
- Pg. 31**
- G. Distribution of \$75,000 Fiscal Year (FY) 2005-06 Surface Transportation Program (STP) Funds** Janet Adams
- Recommendation:  
*Reprogram \$75,000 in FY 2005-06 STP-Augmentation funds for Local Streets and Roads from the City of Rio Vista to (1) the City of Benicia for \$25,000 and (2) the City of Vacaville for \$50,000.*  
**Pg. 39**
- H. Countywide Pedestrian Plan Update and Pedestrian Advisory Member Appointments** Robert Guerrero
- Recommendation:  
*Approve the following:*
- 1. Approve the attached criteria and application for prioritizing the Countywide Pedestrian Plan's pedestrian projects.*
  - 2. Issue a call for additional or revised pedestrian projects to be considered for the Countywide Pedestrian Plan Update.*
  - 3. Appoint Linda Schrupp and Eva Laevastu to the Solano Pedestrian Advisory Committee as the Tri County Cooperative Planning Group and Bay Area Ridge Trail participating members respectively.*
- Pg. 41**

**I. North Connector Transportation for Livable Communities (TLC) Concept Plan** Robert Guerrero  
Recommendation:  
*Authorize the Executive Director to enter into an agreement with ARUP to provide planning and design services for the North Connector TLC Concept Plan for an amount not to exceed \$40,000 for a contract term through July 31, 2007.*  
**Pg. 57**

**J. Request for Proposals (RFP) for Construction Management Services for the North Connector and the I-80 High Occupancy Vehicle (HOV) Lanes Projects** Janet Adams  
Recommendation:  
*Authorize the Executive Director to issue a RFP for Construction Management Services for the North Connector Project and the I-80 HOV Lanes Advance Project – Green Valley North Side Bridge Widening.*  
**Pg. 61**

**VIII. ACTION ITEMS – FINANCIAL AND NON-FINANCIAL**

**A. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges** Janet Adams  
Recommendation:  
*Approve Resolution 2006-04 adopting a funding policy of 50% local and 50% regional funds for Reliever Routes and regionally significant interchanges.*  
(6:35 – 6:40 p.m.)  
**Pg. 63**

**B. Legislative Update – October 2006 and Solano Transportation Authority (STA)’s Draft 2007 Legislative Priorities and Platform** Jayne Bauer  
Recommendation:  
*Authorize the Executive Director to distribute the STA Draft 2007 Legislative Priorities and Platform for a 30-day review and comment period.*  
(6:40 – 6:45 p.m.)  
**Pg. 71**

**IX. INFORMATION ITEMS – NO DISCUSSION**

**A. Local Projects Delivery Update** Sam Shelton  
Informational  
**Pg. 99**

- |    |   |                    |
|----|---|--------------------|
| B. | <b>Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement</b><br><i>Informational</i><br><b>Pg. 101</b> | Elizabeth Richards |
| C. | <b>Status Report on State Route (SR) 113 Corridor Study</b><br><i>Informational</i><br><b>Pg. 103</b>                         | Robert Guerrero    |
| D. | <b>Safe Routes to School (SR2S) Update</b><br><i>Informational</i><br><b>Pg. 105</b>  | Sam Shelton        |
| E. | <b>Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2005-06</b><br><i>Informational</i><br><b>Pg. 107</b>     | Susan Furtado      |
| F. | <b>Funding Opportunities Summary</b><br><i>Informational</i><br><b>Pg. 109</b>  | Sam Shelton        |

**X. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP**

- |    |   |                    |
|----|---|--------------------|
| A. | <b>Priority Projects Funding Options and Projected Projects Delivery Schedule</b><br><i>Discussion</i><br>(6:45– 7:05 p.m.)<br><b>Pg. 115</b> | Janet Adams        |
| B. | <b>Future of Transit in Solano County Presentation</b><br><i>Discussion</i><br>(7:05 – 7:30 p.m.)<br><b>Pg. 117</b>                           | Elizabeth Richards |

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for  
**Wednesday, December 13, 2006, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: October 3, 2006  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – October 2006

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The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

**"And the Nominees Are!" The STA to Announce Nominees for 9th Annual Awards Program \***

"Planes, Trains and Automobiles – Solano in Motion" is the theme for the STA's 9<sup>th</sup> Annual Award Program scheduled for November 8<sup>th</sup> at the new and historic Nut Tree in Vacaville. KUIIC's Cynthia Seats will be returning to serve as the co-host with STA Chair Len Augustine. At the Board meeting, staff will announce publicly the nominees for 8 of the 10 categories as reviewed and selected by the STA's Executive Committee. The list of award winners will be announced at the awards program on November 8<sup>th</sup>.

**Governor Signs AB 2538 (Wolk) Providing STA Future Flexibility for Project Development Activities**

On the last day of September, Governor Arnold Schwarzenegger signed AB 2538 (Wolk) into law. The passage of the bill will provide the STA and other Bay Area transportation agencies with the flexibility to program up to 5% of their future county State Transportation Improvement Program (STIP) shares for funding critical project development activities such as corridor studies and project study reports (PSRs). Thanks to the legislative leadership and efforts of Assembly Member Lois Wolk, this bill was successfully passed and enacted. Additional kudos go to Josh Shaw, STA's legislative advocate, STA's Jayne Bauer, and Contra Costa Transportation Authority's Bob McCleary, who helped craft the legislative language.

**STA Board to Consider Adoption of 50/50 Funding Policy \***

In follow up to discussion at the September STA Board meeting, staff has agendized for Board action the adoption of a 50%/50% policy for the funding of regionally significant local interchanges and reliever routes projects. Chuck Lamoree, STA Legal Counsel, has prepared a resolution summarizing the policy. The policy has been reviewed and recommended for approval by the STA Technical Advisory Commission (TAC) and the Arterials, Highways and Freeways Subcommittee.

**Board Workshop to Continue Discussion on Five Year Funding Priorities and Introduce Future of Transit\***

The discussion of development of five years of funding priorities will continue this month with a requested presentation on project delivery schedules by Janet Adams for the list of potential priority projects. Elizabeth Richards will also present an initial overview of the transit coordination and operating issues in preparation for the Board's 'Future of Transit' discussions in December.

**California Transportation Commission (CTC) Scheduled To Allocate Three SHOPP Projects in Solano County**

On October 11<sup>th</sup> and 12<sup>th</sup>, the CTC is scheduled to allocate State Highway Operations and Protection Program (SHOPP) funds for three projects in Solano County. The three SHOPP funded projects are:

1. SR 12 – Rio Vista from Currie Road to Droiun Drive – Install soft median barrier and shoulder rumble strip (\$560,000)
2. I-80 – Cordelia Truck Weigh Station – Overlay parking and expand racetrack (\$761,000)
3. I-80 Solano and Napa Counties on Route 80 – Install Transportation Management System/Traffic Cameras (\$1.06 million)

**STA Staff and Consultant Update**

Kimani Birden, the STA's new Planning Assistant, officially joined the STA on October 2, 2006. On October 3, 2006, the top five candidates were interviewed for the vacant Program Manager/Analyst position for the STA's Solano Napa Commuter Information (SNCI) program. It is planned that this position will be filled by the end of October. A new project manager/consultant for the Jepson Parkway Environmental Study has been retained. Susan Chang is employed by the consultant firm of PBS&J. She recently left from Caltrans District IV where she served as project manager for the Carquinez Bridge and subsequently as the Deputy District Director for Environmental Planning. She has been retained to guide the STA through the labyrinth of resource agencies and environmental permits that will be required to environmentally clear this project.

Attachment:

- A. STA Acronyms List of Transportation Terms



## STA ACRONYMS LIST OF TRANSPORTATION TERMS

<b>A</b>		<b>P</b>	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
<b>B</b>		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
<b>BT&amp;H</b>	Business, Transportation & Housing Agency	PTA	Public Transportation Account
<b>C</b>		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	<b>R</b>	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	<b>RTMC</b>	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	<b>S</b>	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
<b>D</b>		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
<b>E</b>		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
<b>F</b>		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
<b>G</b>		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
<b>H</b>		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	<b>T</b>	
<b>I</b>		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
<b>J</b>		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
<b>L</b>		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
<b>M</b>		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
<b>N</b>		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	<b>U, V, W, Y, &amp; Z</b>	
NCTIPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
<b>O</b>		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

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DATE: October 2, 2006  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Consent Calendar Summary  
(Any consent calendar item may be pulled for discussion)

**Recommendation:**

The STA Board to approve the following attached consent items:

- A. STA Board Minutes of September 13, 2006
- B. Review Draft TAC Minutes of September 27, 2006
- C. STA Board Meeting Schedule for Calendar Year 2006 and 2007
- D. Fiscal Year (FY) 2005-06 4<sup>th</sup> Quarter Budget Report
- E. Funding Agreement with Napa County Transportation Planning Agency (NCTPA)
- F. State Partnership Planning Grant Funds and Local Match for I-80/I-680/I-780 Corridors Study Highway Operations Plan
- G. Distribution of \$75,000 Fiscal Year (FY) 2005-06 Surface Transportation Program (STP) Funds
- H. Countywide Pedestrian Plan Update and Pedestrian Advisory Member Appointments
- I. North Connector Transportation for Livable Communities (TLC) Concept Plan
- J. Request for Proposals (RFP) for Construction Management Services for the North Connector and the I-80 High Occupancy Vehicle (HOV) Lanes Projects

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**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes for Meeting of**  
**September 13, 2006**

**I. CALL TO ORDER**

Vice Chair Intintoli called the regular meeting to order at 6:08 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Anthony Intintoli (Vice Chair)	City of Vallejo
	Steve Messina	City of Benicia
	Harry Price	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Jim Spering	City of Suisun City
	Steve Wilkins (Alternate Member)	City of Vacaville
	John Vasquez (Alternate Member)	County of Solano

**MEMBERS**

<b>ABSENT:</b>	Len Augustine (Chair)	City of Vacaville
	Mary Ann Courville	City of Dixon
	John Silva	County of Solano

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masielat	Clerk of the Board
	Janet Adams	Director of Projects
	Elizabeth Richards	Director of Transit and Rideshare Services
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Associate Planner
	Sam Shelton	Assistant Project Manager

**ALSO  
PRESENT:**

Dan Schiada	City of Benicia
Gene Cortright	City of Fairfield
Mike Duncan	City of Fairfield
Tom Bland	City of Rio Vista
John Duane	City of Suisun City
Gary Leach	City of Vallejo
Paul Wiese	County of Solano
George Guywn, Jr.	Resident, City of Suisun
Myriam Beltran	River News Herald
George Guywn, Jr.	Resident, City of Suisun
Doanh Nguyen	Caltrans District 4

**II. PLEDGE OF ALLEGIANCE**

**III. APPROVAL OF AGENDA**

On a motion by Member Price, and a second by Member Messina, the STA Board approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

George Guywn, Jr. provided comments pertaining to STA's Stipend Policy.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- STA Board to Continue to Discuss Five Year Funding Priorities
- STA to Consider Assuming Responsibility for Managing Intercity Route 90
- California Transportation Commission and Caltrans Plans for Implementation of State Bonds for Transportation
- Caltrans Commits to STA for Accelerated Schedule for SR 12 East SHOPP Safety Projects Repaving
- AB 2538 (Wolk) Awaits Governor's Signature Following Approval by Senate
- STA's Response to Grand Jury Report Generates Media Coverage
- STA's 9<sup>th</sup> Annual Awards Program to be Held at Historic Nut Tree
- STA's Staff Update

**VI. COMMENTS FROM STAFF, CALTRANS AND MTC**

**A. Caltrans Report:**

Doanh Nguen, Caltrans District 4, provided an overview of the State Highway Operations and Protection Program (SHOPP) Projects and Rehabilitation Projects on State Route (SR) 12 East in Solano County.

**B. MTC Report:**

None reported.

**C. STA Report:**

Jayne Bauer announced the release of STA's 2005 Annual Report.

**VII. CONSENT CALENDAR**

On a motion by Member Vasquez, and a second by Member Sperring, the consent items A through U were unanimously approved.

**A. STA Board Minutes of July 14, 2006**

Recommendation:

Approve minutes of July 14, 2006.

**B. Review Draft TAC Minutes of August 30, 2006**

Recommendation:

Receive and file.

**C. Updated STA Board Meeting Schedule for Calendar Year 2006 and 2007**

Informational

**D. Funding Opportunities Summary**

Informational

**E. STA Board Stipend Revision**

Recommendation:

Amend existing policy to allow each Board Alternate to receive the stipend at the same rate as the STA Board Members for the same eligible STA Board established meetings.

**F. Consulting Services to Support the City Council Coordinating Council's Effort to Monitor and Provide Input on Association of Bay Area Governments (ABAG)/ Metropolitan Transportation Commission (MTC) Regional Projects**

Recommendation:

Authorize the Executive Director to provide \$20,000 of FY 2006-07 Transportation for Livable Communities (TLC) Program funds to provide consultant services to support the City County Coordinating Council representatives monitor and provide input on ABAG/MTC regional projects.

**G. STA's Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Work Program and FY 2005-06 Annual Report**

Recommendation:

Approve SNCI's FY 2006-07 Work Program for Solano County.

- H. Funding Agreement Between the Solano Transportation Authority (STA), the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)**  
Recommendation:  
Approve the following:
1. Authorize the Executive Director to execute a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for \$1,200,000 for the I-80 HOV Lane/Turner Overcrossing PSR.
  2. The allocation of \$80,000 State Transit Assistance Funds (STAF) for the STA's 1/3 share of the required local match.
- I. Preliminary Engineering Priorities for Caltrans Oversight**  
Recommendation:  
Adopt the two-year plan for Caltrans oversight as specified in Attachment A for Solano County.
- J. Update of Fiscal Year (FY) 2006-07 Intercity Transit Funding Agreement / Route 90**  
Recommendation:  
Approve the following:
1. Authorize the STA to assume responsibility for management of Route 90.
  2. Authorize the Executive Director to enter into an agreement with Fairfield/Suisun Transit concerning the operation of Route 90.
  3. Authorize staff to establish a new marketing identity for Solano County's intercity transit services called "SolanoExpress".
- K. Safe Routes to School (SR2S) Phase 2 Public Input Process and Materials**  
Recommendation:  
Adopt the Safe Routes to School (SR2S) Phase 2 Public Input Process and Public Meeting Materials provided that the public input process will remain flexible to the needs of each community.
- L. STA Board's Advisory Committee Letter Writing Policy**  
Recommendation:  
Approve the following:
1. Reconfirm the Solano Transportation Authority (STA) Board's advisory committee letter writing policy.
  2. Revise the Technical Advisory Committee (TAC), SolanoLinks Transit Consortium (Consortium), Solano Bicycle Advisory Committee (BAC), Solano Pedestrian Advisory Committee (PAC), and Solano Paratransit Coordinating Council (PCC) Bylaws to include the STA Board's advisory committee letter writing policy and to include that policy in any new advisory committees established in the future.

- M. 2006 State Highway Operations and Protection Program (SHOPP) Update and 2007 Ten Year SHOPP**  
Informational
- N. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement**  
Informational
- O. Safe Routes to Schools (SR2S) Study: Amendment to SR2S Consultant Services Agreement**  
Recommendation:  
Authorize the Executive Director to approve Contract Amendment No. 1 with Alta Planning + Design for consultant services related to the STA's Safe Routes to School (SR2S) Study at a cost not to exceed \$122,300.
- P. Pedestrian Advisory Committee Priority Pedestrian Projects**  
Informational
- Q. Solano Bicycle and Pedestrian Program (SBPP) Fiscal Year (FY) 2007-08 and 2008-09 Funding Recommendations and SBPP Process Review**  
Informational
- R. Local Projects Inactive Obligations Review**  
Informational
- S. Legislative Update – September 2006**  
Informational
- T. Summary of Response to Solano County Grand Jury**  
Informational.
- U. Jepson Parkway Project Management Contract**  
Recommendation:  
Authorize the Executive Director to enter into a consultant contract with Susan Chang for project management services for the Jepson Parkway for an amount not to exceed \$25,000.

**VIII. ACTION ITEMS: FINANCIAL AND NON FINANCIAL**

- A. State Transit Assistance Funds (STAF) Proposed Funding Amendment #2 for Fiscal Year (FY) 2006-07**  
Elizabeth Richards reviewed the amended FY 2006-07 STA project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.

Recommendation:

Approve the following:

1. The amended FY 2006-07 STAF project list; and
2. The amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds as show in attachments.

On a motion by Alternate Member Vasquez, and a second by Member Messina, the STA Board unanimously approved the recommendation.

**IX. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP**

**A. The Future of Solano County Highway Corridors**

**1. Funding Overview**

**2. Priority Projects with Funding Shortfall**

Janet Adams provided an overview of the overall funding and priority projects funding shortfall of Solano County Highway Corridors.

**Board Comments:**

Member Spring commented on the funding policy proposal and requested staff develop a blended two-tier proposal. He noted that there is a piece missing which is project delivery and asked staff what other funding resources are available to fund the projects. Daryl Halls responded that staff developed an option that is locally focused and that a blended option could also be developed.

Member Spring stated that we should not abandon the I-80/I-680 Interchange, but in the short-term spend County STIP money and utilize match funds (50/50 match program) to make decisions for STIP funding to help preserve mobility in our local jurisdictions.

Member Messina agreed with Member Spring. He commented that the problem is more than just the interchange – we need to rebalance and be more realistic.

Member Price agreed and said we need to convince federal legislators in Washington, D.C. that the I-80 is going to get worse and STA needs to address the serious concerns regarding Jepson Parkway and the I-80/HOV lanes in both directions.

**B. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges**

Janet Adams explained the need to develop a funding policy for reliever routes and regionally significant local interchanges. She also explained the purpose for such a policy to help give direction for projects such as the North Connector and Jepson Parkway. In addition, Janet brought up a potential parallel issue that the County currently can not use the county facility fee for transportation projects and does not have funds for their local match for roadway projects.

**Board Comments:**

Based on discussion, the STA Board proposed that STA staff generate a list of regionally significant interchanges and reliever route projects and criteria confirming which projects are eligible for the 50/50 local match. Member Sperring stated each jurisdiction needs to be responsible for 50/50 local share, as such STA Board should not be involved in how the money is developed.

**X. BOARD MEMBER COMMENTS:**

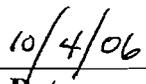
None presented.

**XI. ADJOURNMENT**

The STA Board meeting was adjourned at 7:30 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 11, 2006, 6:00 p.m., Suisun City Hall Council Chambers.**

**Attested By:**

  
\_\_\_\_\_  
**Johanna Masielat**  
**Clerk of the Board**

  
\_\_\_\_\_  
**Date**

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**TECHNICAL ADVISORY COMMITTEE**

**DRAFT**

**Minutes of the meeting  
September 27, 2006**

**I. CALL TO ORDER**

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

**Present:**

<b>TAC Members Present:</b>	Mike Roberts	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	John Duane	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Mike Duncan	City of Fairfield
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Eva Laevastu	Member, Pedestrian Advisory Committee (PAC)
Wayne Monger	Resident, City of Suisun City
Jennifer Tongson	Nancy Whelan Consulting
Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Susan Furtado	STA
Jayne Bauer	STA
Robert Guerrero	STA
Johanna Masielat	STA

**II. APPROVAL OF AGENDA**

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

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**REPORTS FROM CALTRANS, MTC AND STA STAFF**

**IV.**

**Caltrans:** None presented.

**MTC:** Mike Duncan, City of Fairfield, informed the STA TAC that MTC would be sending out a survey to all 109 local agencies in the Bay Area to update the Local Streets and Roads (LS&R) data collected in 2002 and 2004. He said that these previous surveys were instrumental in increasing the Federal funding to LS&R by a factor of 7 in the Regional Transportation Plan (RTP). All agencies need to provide timely responses to the survey. The survey should be sent out in October and are due to the STA by December 31, 2006.

**STA:** Robert Guerrero provided an update to the Call for Countywide TLC Capital Projects for FY 2007-08 and FY 2008-09.

**V. CONSENT CALENDAR**

At the request of Paul Wiese, Item E, Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2005-06 was pulled for discussion. Susan Furtado provided clarification to the FY 2005-06 numbers of abated vehicles and cost reimbursements submitted by members of the Solano County's AVA Program.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved Consent Calendar Items A through E.

Recommendations:

**A. Minutes of the TAC Meeting of August 30, 2006**

Recommendation:

Approve minutes of August 30, 2006.

**B. STA Board Meeting Highlights – September 13, 2006**

Informational

**C. Updated STA Board and Advisory Committee Meeting Schedule for 2006**

Informational

**D. Funding Opportunities Summary**

Informational

**E. This item was pulled for discussion.**

**Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2005-06**

Informational

## VI. ACTION ITEMS

### A. **State Partnership Planning Grant Funds and Local Match for I-80/I-680/I-780 Corridor Study Highway Operations Plan**

Robert Guerrero reviewed the project summary, preliminary schedule, and funding chart of the I-80/I-680/I-780 Corridors Highway Operations Implementation Plan.

#### Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt a resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the I-80/I-680/I-780 Corridors Study Highway Operations Plan.
2. The allocation of \$62,500 State Transit Assistance Funds (STAF) for the required 20% local match.

On a motion by Dale Pfeiffer, and a second by Gene Cortright, the STA TAC approved the recommendation.

### B. **Distribution of \$75,000 Fiscal Year (FY) 2005-06 Surface Transportation Program (STP) Funds**

Janet Adams reviewed the additional distribution of \$75,000 in STP funds to two project sponsors, Cities of Benicia and Vacaville for FY 2005-06. She indicated that \$25,000 would be distributed to the City of Benicia for the West K Rehabilitation Projects and \$50,000 to the City of Vacaville for the Nut Tree Road Rehabilitation Project.

#### Recommendation:

Recommend to the STA Board to reprogram \$75,000 in FY 2005-06 STP-Augmentation funds for Local Streets and Roads from the City of Rio Vista to (1) the City of Benicia for \$25,000 and (2) the City of Vacaville for \$50,000.

On a motion by Dale Pfeiffer, and a second by Gene Cortright, the STA TAC approved the recommendation.

### C. **Countywide Pedestrian Plan Update**

Robert Guerrero summarized the application process for additional and revised pedestrian project submittals being considered for the Countywide Pedestrian Plan Update.

#### Recommendation:

Forward a recommendation to the STA Board to:

1. Approve criteria for prioritizing the Countywide Pedestrian Plan's pedestrian projects.
2. Issue a call for additional or revised pedestrian projects to be considered for the Countywide Pedestrian Plan Update.

On a motion by Gary Leach, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**D. Legislative Update – September 2006 and STA’s Draft 2007 Legislative Priorities and Platform**

Jayne Bauer stated that September 30<sup>th</sup> is the last day for the Governor to either sign, take no action or veto bills passed by the Legislature during the current session.

At the meeting, she proposed that the STA TAC review the 2007 Draft Legislative Priorities and Platform. By consensus, the Draft 2007 Legislative Priorities and Platform will be forwarded to the STA Board with a recommendation to distribute for a 30-day and comment period.

Recommendation:

Forward the STA’s Draft 2007 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30-day review and comment.

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**VII. INFORMATION ITEMS**

**A. Summary of Priority Projects and Funding Presentation**

Janet Adams recapped the items discussed during the second STA Board Workshop of September 13, 2006. She reviewed summary tables containing the anticipated funding available over the next 5 years from the State Transportation Improvement Program (STIP) and five funding options each featuring a different priority project focus.

**B. Transit Presentation for STA Board Workshop for October 11, 2006**

Elizabeth Richards reviewed several items regarding transit projects to be presented for discussion at the STA Board Workshop on October 11, 2006. She listed the items to be 1.) Transit plans and studies, 2.) Transit Agreements and Management, 3.) Transit Funding, and 4.) Transit Marketing.

**C. Project Delivery Update**

Jennifer Tongson updated the TAC regarding Transportation Improvement Plan (TIP) amendment deadlines, State Transportation Improvement Plan (STIP) project delivery update, and federal inactive obligations list.

**D. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement**

Elizabeth Richards cited that the Request for Proposal (RFP) for the Transit Finance Assessment Study was released the week of August 21, 2006 and that proposals are due September 28, 2006. She added that consultant reviews are scheduled for October 10, 2006 with selection expected in early November.

**E. Status Report on State Route (SR) 113 Corridor Study**

Robert Guerrero stated that STA staff is working with MTC to kick off the study either by late October 2006 or early November 2006. He indicated that in preparation for the project kick off, STA staff has prepared a draft Request for Proposals (RFP) for the project. He also stated that the STA, the City of Dixon, and the County of Solano have agreed to split the local match required for the grant.

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

Sam Shelton distributed the final SR2S Public Input Process and Materials adopted by STA Board at their September 13, 2006 meeting. He listed the SR2S Community Taskforce appointments for the cities of Benicia, Dixon, Fairfield, and Vacaville.

**VIII. ADJOURNMENT**

The meeting was adjourned at 3:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 29, 2006.**

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DATE: October 2, 2006  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board Meeting Schedule for Calendar Year 2006 and 2007

**Discussion:**

Attached is the updated STA Board meeting schedule for calendar year 2006 and 2007.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2006 and 2007

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STA BOARD MEETING SCHEDULE  
Remainder Calendar Year 2006

DATE	TIME	DESCRIPTION	LOCATION	STATUS
October 11	6:00 p.m.	STA Board Meeting/Workshop	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA 9 <sup>th</sup> Annual Awards	Nut Tree Family Park, Vacaville	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

STA BOARD MEETING SCHEDULE  
Calendar Year 2007

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING -SUMMER RECESS			
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 14	6:00 p.m.	STA 10 <sup>th</sup> Annual Awards	Vallejo - TBD	Confirmed
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: October 2, 2006  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2005-06 4<sup>th</sup> Quarter Budget Report

**Background:**

In May 2006, the STA Board was presented with the financial report for the FY 2005-06 Budget Report through the 3<sup>rd</sup> Quarter indicating that the budget expenditures were within the approved budgets. The attached financial report reflects budget activities through the 4<sup>th</sup> Quarter ending June 30, 2006.

**Discussion:**

The following financial report shows STA's unaudited revenue and expenditure activity through the FY 2005-06 ending June 30, 2006. The STA's total program administration and operation expenditures for the 4<sup>th</sup> Quarter are at 77% of the budget with total revenue received at 78% for the FY 2005-06 budget.

**Revenues:**

Most STA programs are funded with grants on a reimbursement basis, however, a few received quarterly advances. The revenue budget variance highlights are as follows:

- The revenue received from the Surface Transportation Program (STP) was \$679,639 (74%) of budget. This revenue is lower than anticipated due to the Project Study Report (PSR) and the State Route 12 (SR 12)/Church Road project has been reprogrammed for the next fiscal year, FY 2006-07.
- The fund for the Traffic Model Development and Maintenance from Metropolitan Transportation Commission (MTC) through the State Planning and Research (SP&R) Program is programmed for FY 2005-06 and FY 2006-07. This revenue is reimbursement basis and only \$19,244 (27%) of budget was received in FY 2005-06.
- The revenue received for Transportation for Clean Air (TFCA) program was \$319,182 (113%) projected in the budget. This revenue allocation for FY 2005-06 is funded and eligible for expenditure over a three-year funding cycle; in some year's revenue may be significantly more depending on the expenditure of projects programmed with prior year revenues.
- The total revenue for the Department of Motor Vehicle (DMV) Abandoned Vehicle Abatement (AVA) program is \$358,718 (103%) of budget due to more funding being available than anticipated.
- The revenue received for the North Connector project from the Transportation Congestion Relief Program 25.2 (TCRP) was \$437,674 (67%) of budget. This multi-year fund is expected to be fully expended during the first quarter in FY 2006-07.

- The I-80/I-680/I-780 Interchange project revenue received from the Transportation Congestion Relief Program 25.3 (TCRP) was \$1.74 million ( 60% ) of budget. Both TCRP projects are funded over several years and are cost reimbursement projects.

Not all budgeted revenue for FY 2005-06 was realized, such as the budgeted revenue of \$289,353 from the Regional Measure 2 (RM 2) for the North Connector East Design which will be carried over to FY 2006-07; the Federal Transit Administration (FTA) 5310 program and State Transit Assistance Fund (STAF) funding of \$160,850 for the purchase of new vehicles for the Solano Paratransit and bus wrap; and the Low Income Flexible Transportation (LIFT) funding revenue of \$3,300 for the Rio Vista Van Pool Program that is waiting for the final MOU between the City of Fairfield and Rio Vista. These budgeted revenues are on an expense reimbursement basis and have been carried over to the FY 2006-07 budget.

**Expenditures:**

The STA's FY 2005-06 total expenditure through the 4<sup>th</sup> Quarter is \$7.48 million (77%) of budget. The expenditure budget variance highlights are as follows:

- Operations' total expenditure is \$1.38 million (97%) of budget. The Operation's budget expenditure was less than the anticipated budget due to savings in expenditure activities from the development of the expenditure plan for the proposed Sales Tax Measure and STA Board activities
- Solano Napa Commuter Information (SNCI) Program's total expenditure is \$600,010 (58%) of budget. The Rio Vista Van Pool Program, Community Base Organization (CBO) transit planning, and the Solano Paratransit vehicle procurement, budgeted for FY 2005-06 was not implemented and are now programmed for FY 2006-07.
- Project Development's total expenditure is \$4.18 million (74%) of budget. The project expenditures were lower than budgeted expenditures due to slower pace for expenditure of the TCRP and RM 2-funded projects. The Project Management/Administrations' budget expenditure at 115% was due to project staff turnover and the higher cost for consultant services during this transition period.
- Strategic Planning's total expenditure is \$1.32 million (84%) of budget. This includes the Fairfield/Vacaville Rail Station project expenditure of \$72,444 (76%) of budget for which the City of Fairfield has reimbursed STA, the TFCA program expenditure of \$318,080 (112%) of budget was due to the carry forward of the prior year's program funding and is covered with the prior year TFCA revenue, and the Traffic Model Development and Maintenance<sup>1</sup> expenditure of \$99,244 (66%). The Oakland/Auburn Rail Study is reprogrammed for FY 2006-07.

The revenue and expenditure for the fiscal year is consistent with the approved FY 2005-06 budget. The projects such as the RM 2 for the North Connector East Design, the FTA 5310 program, purchase of a new vehicle for Solano Paratransit, and the Rio Vista Van Pool Program are now programmed for FY 2006-07.

**Recommendation:**

Review and file.

Attachment:

A. STA FY 2005-06 4<sup>th</sup> Quarter Financial Report

STA QUARTERLY FINANCIAL REPORT

ATTACHMENT A

FY 2005-06 4th Quarter (100%)

July 1, 2005 through June 30, 2006

REVENUES			
Operations	FY 05-06 Budget	Actual Received YTD	%
Gas Tax (Reserve Account)	30,000	30,000	100%
Interest	-	7,349	0%
STP	922,446	679,639	74%
Gas Tax	291,789	291,789	100%
MTC Local TDA - Expenditure Plan	50,000	50,000	100%
MTC - SP& R	70,000	19,244	27%
YSAQMD	10,000	0	0%
ECMAQ	150,000	149,998	100%
STIP/PPM	113,000	113,000	100%
TCRP 25.2 - North Connector	29,310	25,759	88%
DMV/AVA	5,000	5,000	100%
TCRP 25.3 - Interchange	29,900	33,827	113%
MTC-Rideshare	240,000	240,000	100%
MTC-ECMAQ	115,000	0	0%
BAAQMD	3,000	0	0%
TDA Art. 4/8	433,099	433,099	100%
RM-2 I-80 HOV	6,915	3,126	45%
RM-2 North Connector East (Design)	4,610	0	0%
TFCA	309,956	262,220	85%
STAF	408,964	354,944	87%
LIFT	3,300	0	0%
CBO	30,000	1,026	3%
Other Gov't	157,999	160,928	102%
Sponsors	38,184	39,798	104%
<b>Subtotal</b>	<b>\$ 3,452,472</b>	<b>\$ 2,900,746</b>	<b>84%</b>
<b>TFCA Programs</b>			
TFCA	282,861	319,182	113%
Interest		18,406	0%
<b>Subtotal</b>	<b>\$ 282,861</b>	<b>\$ 337,588</b>	<b>119%</b>
<b>Abandoned Vehicle Abatement</b>			
DMV	348,000	358,718	103%
Interest		2,922	0%
<b>Subtotal</b>	<b>\$ 348,000</b>	<b>\$ 361,640</b>	<b>104%</b>
<b>Jepson Parkway</b>			
STP	100,000	92,438	92%
Demo 1528	44,855	44,855	100%
Other Gov't.	100,000	100,000	0%
<b>Subtotal</b>	<b>\$ 244,855</b>	<b>\$ 237,293</b>	<b>97%</b>
<b>North Connector</b>			
TCRP 25.2	656,025	437,674	67%
RM2 North Connect East Design	289,353	0	0%
Interest		5,865	0%
<b>Subtotal</b>	<b>\$ 945,378</b>	<b>\$ 443,539</b>	<b>47%</b>
<b>Solano Paratransit</b>			
FTA 5310	92,800	0	0%
STAF (match)	34,050	0	0%
STAF (Vehicle Improvements)	34,000	0	0%
<b>Subtotal</b>	<b>\$ 160,850</b>	<b>\$ -</b>	<b>0%</b>
<b>I-80 HOV Lane (SR 12 to Airbase)</b>			
Rm2 I-80 HOV	1,347,148	1,582,163	117%
<b>Subtotal</b>	<b>\$ 1,347,148</b>	<b>\$ 1,582,163</b>	<b>117%</b>
<b>I-80/680/SR 12 Interchange</b>			
TCRP 25.3	2,909,200	1,741,576	60%
Interest		716	0%
<b>Subtotal</b>	<b>\$ 2,909,200</b>	<b>\$ 1,742,292</b>	<b>60%</b>
<b>TOTAL REVENUES</b>	<b>\$ 9,690,764</b>	<b>\$ 7,605,261</b>	<b>78%</b>

EXPENDITURES			
Operations	FY 05-06 Budget	Actual Spent YTD	%
Operations Management/Administration	1,114,741	1,118,446	100%
STA Board of Directors	40,800	38,272	94%
Expenditure Plan	237,228	224,341	95%
Contribution to STA Reserve	30,000	0	0%
<b>Subtotal</b>	<b>\$ 1,422,769</b>	<b>\$ 1,381,059</b>	<b>97%</b>
<b>SNCI</b>			
SNCI Management/Administration	466,717	429,857	92%
Employer/Van Pool Outreach	15,000	11,408	76%
SNCI General Marketing	129,000	41,422	32%
Fall Campaign	16,000	13,124	82%
Bike to Work Campaign	20,000	16,260	81%
BikeLinks Maps	17,150	11,247	66%
Lifeline Program	15,000	4,776	32%
Incentives	30,000	5,569	19%
Specialized City Services	7,500	3,406	45%
Guaranteed Ride Home Program	21,000	11,388	54%
Transit Management Administration	22,500	22,912	102%
Rio Vista Van Pool Program	3,300	0	0%
Community Based Transit Study	30,000	1,027	3%
Napa Van Pool Incentives	3,000	3,000	100%
Solano Paratransit Assessment Study	35,000	16,194	46%
Paratransit Coordinating/PCC	36,944	8,420	23%
Solano Paratransit Capital	160,850	0	0%
Transit Consolidation Feasibility Study			
<b>Subtotal</b>	<b>\$ 1,028,961</b>	<b>\$ 600,010</b>	<b>58%</b>
<b>Project Development</b>			
Project Management/Administration	142,159	162,980	115%
Traffic Safety Plan Update	50,000	24,894	50%
Project Study Report	3,100	2,557	82%
Jepson Parkway EIR	244,855	226,340	92%
North Connector PA/ED	656,025	437,674	67%
I-80/680/12 Interchange PA/ED	2,909,200	1,741,576	60%
RM 2 I-80 HOV PA-ED Design	1,347,148	1,582,163	117%
RM 2 North Connector Design	289,353	0	0%
<b>Subtotal</b>	<b>\$ 5,641,840</b>	<b>\$ 4,178,184</b>	<b>74%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	234,096	224,276	96%
SolanoLinks Marketing	88,020	89,377	102%
General Marketing	32,000	29,986	94%
Events	27,000	19,677	73%
Model Development/Maintenance	150,000	99,244	66%
Solano County TLC Program	322,184	102,692	32%
Oakland/Auburn Commuter Rail Study	10,000	10,000	100%
FF/VV Rail Station Design	94,999	72,444	76%
SR 12 Transit Study	8,034	7,945	99%
TFCA Programs	282,861	318,080	112%
DMV Abandoned Vehicle Abatement	348,000	361,641	104%
<b>Total Strategic Planning</b>	<b>\$1,597,194</b>	<b>\$1,335,362</b>	<b>84%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$9,690,764</b>	<b>\$7,494,615</b>	<b>77%</b>

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DATE: October 3, 2006  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
SUBJECT: Funding Agreement with Napa County Transportation Planning Agency (NCTPA)

**Background:**

The Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) program provides a variety of commute alternative services and information in both Solano and Napa Counties. Services are provided for individuals and employers. SNCI's services are similar, but not entirely the same, in Solano and Napa Counties. The STA has allocated a significant amount of local Bay Area Air Quality Management (BAAQMD) funds to the SNCI program. These funds have been used for a variety of purposes for rideshare programs in Solano County. This has included the development of commuter incentives and a countywide Emergency Ride Home (ERH) program for Solano employers and their employees.

**Discussion:**

NCTPA expressed interest in SNCI developing an ERH program and commuter incentives for Napa County much like the Solano ERH and commuter incentive programs. By doing so, essentially the same rideshare services would be offered in both Solano and Napa counties. Staff has presented a \$25,000 proposal that has been approved by NCTPA, to develop and implement an ERH and commuter incentives program. This has also been approved by the BAAQMD as part of the package of NCTPA project submittals for their local TFCA funds. To access these funds on a reimbursement basis, an agreement between the STA and NCTPA needs to be executed.

**Fiscal Impact:**

This funding agreement would secure \$25,000 of BAAQMD local TFCA funds for Fiscal Year (FY) 2006-07 that NCTPA would allocated to the STA's Solano Napa Commuter Information (SNCI) program to implement a Napa County employer-based Emergency Ride Home program, Napa Commuter Incentives and Marketing to support these two efforts. This funding has been approved by the BAAQMD and the NCTPA Board.

**Recommendation:**

Authorize the Executive Director to enter into an agreement with NCTPA for \$25,000 of TFCA funds for FY 2006-07 for development and implementation of an Emergency Ride Home (ERH) and Commuter Incentives Program in Napa County.

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DATE: September 28, 2006  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: State Partnership Planning Grant Funds and Local Match for I-80/I-680/  
I-780 Corridors Study Highway Operations Plan

**Background:**

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

The Solano Transportation Authority (STA), in coordination with the Metropolitan Transportation Commission (MTC), has been successful in obtaining planning grant funding through this program in the past. The STA's most recent grant award was for the SR 113 Major Investment Corridor Study. STA staff prepared a more detailed status report on this project as a separate discussion item in this agenda packet (see TAC Agenda Item VII.D).

In 2004, the STA completed the first comprehensive corridor analysis for the I-80/I-680/I-780 corridors. The goal of the study was to develop a long range, multi-modal transportation plan for these corridors in Solano County. The I-80/I-680/I-780 Major Investment and Corridor Study focused on capital improvements to address current and future travel patterns. These capital improvements included: safety projects, auxiliary lane construction, interchange improvements, park and ride facilities, and High Occupancy Vehicle (HOV) lane recommendations.

STA staff, in partnership with MTC, proposes to submit a Partnership Planning Grant application titled "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous corridor study and MTC's new Freeway Performance Initiative. Although MTC's Freeway Performance Initiative has only recently begun and is subject to further refinement, the primary goal of this project is to investigate operational improvements in specific corridors throughout the Bay Area (corridor segments are limited due to funding constraints). If successful, the STA's proposed planning grant will provide recommendations consistent with MTC's Freeway Performance Initiative.

**Discussion:**

The purpose of the I-80/I-680/I-780 Corridors Study Highway Operations Plan grant application is to develop operational improvements and policy recommendations for the corridors relating to long range Intelligent

Transportation Systems (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions/ramp by-pass lanes and hardscape and landscape improvements that visually link areas of Solano County. STA staff recommends a total grant request of \$250,000 to complete this study.

One of the primary benefits of the proposed project is that it will identify operational and ITS improvements that can be implemented along with projects that were identified as part of the original I-80/I-680/I-780 Major Investment and Corridor Study. Recommendations from this study will facilitate express bus and carpool throughout the County. This will result in significant cost savings for constructing interrelated projects. In terms of timing, if the proposed project is awarded funding, the project will initiate in late 2007 allowing MTC time to complete the Freeway Performance Initiative. This is beneficial because the project will be developed to include improvement recommendations consistent with the Freeway Performance Initiative. A draft scope of work with the funding request is included as Attachment A.

The STA Technical Advisory Committee reviewed this item at their September 27, 2006 meeting and unanimously agreed to forward a recommendation for Board approval.

**Fiscal Impact:**

A local match of twenty percent (20%) or \$62,500 is required for this grant program. STA staff proposes to provide State Transit Assistance Funds (STAF) funds as the local match for FY 2007-08.

**Recommendation:**

Approve the following actions:

1. Adopt Resolution No. 2006-05 authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the I-80/I-680/I-780 Corridors Study Highway Operations Plan.
2. The allocation of \$62,500 State Transit Assistance Funds (STAF) for the required 20% local match.

Attachment:

- A. I-80/I-680/I-780 Corridors Study Highway Operations Plan Scope of Work
- B. I-80/I-680/I-780 Corridors Study Highway Operations Plan Resolution No. 2006-05

**I-80/I-680/I-780 Corridors Highway Operations Implementation Plan**

**Project Summary:**

This application is for a Partnership Planning grant from the California Department of Transportation’s Transportation Planning Grant program. The Metropolitan Transportation Commission (MTC) will work with the Solano Transportation Authority (STA), as the lead agency for this planning effort, to create a partnership with Caltrans District 4 and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo. The partnership will work to develop operational improvements and policy recommendations for the I-80/I-680/I-780 corridors relating to long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions/ramp by-pass lanes and hardscape and landscape improvements that visually link areas of Solano County. The proposed plan is a follow up to the July 2004 I-80/I-780/I-680 Major Investment and Corridor Study and will be consistent with MTC’s Freeway Performance Initiative.

Key aspects of the proposed study include:

1. Multi-jurisdictional partnership with Caltrans, MTC, STA, the County of Solano, and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo.
2. Operational improvement plan that incorporates the updated of the 2004 I-80/I-680/I-780 Solano Travel Demand Model/land use assumptions.
3. A corridor operational improvement plan consistent with MTC Freeway Performance Initiative.
4. Operational improvement projects for the corridors to be implemented along with the original I-80/I-680/I-780 Major Investment and Corridor Study projects to allow for extensive cost savings.
5. Public outreach to those potentially affected by operational improvements to the I-80/I-680/I-780 Corridors.
6. Planning deliverables are beneficial to Caltrans and other members of the I-80/I-680/I-780 Corridor Partnership.
7. Ramp metering plans for local jurisdictions.
8. Policies for ITS, HOV, Ramp Metering, and Hardscape/Landscape improvements along the I-80/I-680/I-780 Corridors.
9. Facilitating transit in the County by considering HOV Lane ramp by-pass lanes and coordinating the HOV lane system with planned transit and park-and-ride facilities.
10. An aggressive planning implementation schedule

**Estimated Cost by Funding Source**

Partnership Planning	\$250,000	(80%)
local match (STAF)	\$ 62,500	(20%)
Total:	\$312,500	

## Preliminary Project Schedule and Funding Chart

Project Title:		I-80/I-680/I-780 Corridors Study Highway Operations Plan														
		Fiscal Year 2007/2008														
Primary Tasks <sup>1</sup>	Responsible Party	Cost Total	Grant (80%)	Local <sup>2</sup> (20%)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
Task 1. Budget	Caltrans/STA/MTC/Consultant	\$3,125	\$2,500	\$625	X											
Task 2. Partnership	Caltrans/MTC/STA/Cities of Benicia, Dixon, Fairfield, Vacaville, and Vallejo	\$31,250	\$25,000	\$6,250		X	X	X	X	X	X	X	X	X	X	X
Task 3. Public Outreach	Consultant/MTC/STA	\$62,500	\$50,000	\$12,500			X					X			X	
Task 4. Planning	Consultant	\$121,875	\$97,500	\$24,375		X	X	X	X	X	X	X	X			
Task 5. Funding	Consultant	\$62,500	\$50,000	\$12,500							X	X	X			
Task 6. Deliverables	Consultant	\$15,613	\$12,490	\$3,123										X	X	X
Task 7. Implementation	Caltrans/MTC/STA	\$15,612	\$12,490	\$3,122												X
<b>TOTALS</b>		<b>\$312,500</b>	<b>\$250,000</b>	<b>\$62,500</b>												

<sup>1</sup>See attached scope of work for summarized description of each task

<sup>2</sup>Local Match provided by contributions from STAF funds

## **SCOPE OF WORK SUMMARY**

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The I-80/I-680/I-780 Corridors Study Highway Operations Plan will include the following summarized tasks as part of the initial scope of work (these tasks are not in priority order and will be further defined prior to any contract award):

### **Task #1- Budget and schedule**

Confirm the project budget and project schedule is adequate and provide safeguards to prevent any potential project cost overruns. Project schedule should include milestones with appropriate deliverables to ensure project is developed in accordance with the project schedule.

### **Task #2- Partnership**

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

### **Task #3- Public Outreach**

Develop opportunities for public input in the development of the I-80/I-680/I-780 Corridors Study Highway Operations Plan process.

### **Task #4- Planning- I-80/I-680/I-780 Corridors Study Highway Operations Plan**

Develop projects to be included in the I-80/I-680/I-780 Corridors Study Highway Operations Plan.

### **Task #5- Funding Options**

Develop funding options for the I-80/I-680/I-780 Corridors Study Highway Operations Plan.

### **Task #6-Deliverables**

Provide written documents as project milestones are completed.

### **Task #6- Implementation**

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan and Freeway Performance Initiative Plan, Caltrans SHOPP list and corridor concepts update, STA's Comprehensive Transportation Plan's Arterial, Highways and Freeways Element update, and STA's Congestion Management Program, transportation circulation elements of the city and County future General Plan updates).

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RESOLUTION 2006-05

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY TO CO-SPONSOR AN APPLICATION FOR THE I-80/I-680/I-780 CORRIDORS STUDY HIGHWAY OPERATIONS PLAN WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$250,000 FROM THE FY 2007-2008 CALTRANS' PARTNERSHIP PLANNING FUND

WHEREAS, the State Transportation Planning Grants are available annually for transportation planning grants in several categories; and

WHEREAS, the FHWA Partnership Planning category of the State Transportation Planning Grants has \$1 million is available statewide on a competitive basis; and

WHEREAS, the Metropolitan Transportation Commission is eligible to apply for State Planning Grants as the Metropolitan Planning Organization (MPO) for the nine Bay Area counties; and

WHEREAS, the Solano Transportation Authority is eligible to co-sponsor an application for State Transportation Planning Grants as a Joint Powers Authority representing seven cities and the County of Solano; and

WHEREAS, the I-80/I-680/I-780 Corridors Study Highway Operations Plan is an appropriate planning activity for the FHWA Partnership Planning category of the State Transportation Planning Grants; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors approves a grant application with the Metropolitan Transportation Commission for a I-80/I-680/I-780 Corridors Study Highway Operations Plan in the FHWA Partnership Planning category of the State Transportation Planning Grant program.

\_\_\_\_\_  
Len Augustine, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 11, 2006.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of October 2006 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

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DATE: September 29, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Distribution of \$75,000 Fiscal Year (FY) 2005-06 Surface Transportation Program (STP) Funds

**Background:**

On May 11, 2005, the Solano Transportation Authority (STA) Board approved the distribution of \$1.3 million in STP-Augmentation funds for Local Streets and Roads. These new STP funds came in March 2005 when the Metropolitan Transportation Commission (MTC) identified \$105.5 million in additional programming capacity for the Bay Area. The funds were distributed to the local agencies based on a 50% population-based distribution (Cycle 2 formula) and 50% population-lane miles-PCI distribution (local streets and roads formula). Each jurisdiction received a portion of the STP-Augmentation funds, with a \$75,000 minimum threshold for smaller agencies. The funds were programmed in FY 2005-06 with an obligation deadline of April 1, 2006.

The Regional Project Funding Delivery Policy (Resolution 3606) states that “the funds must be obligated by the established deadline or they will be deprogrammed from the project and redirected by the Commission to a project that can use the funds in a timely manner.”

**Discussion:**

The City of Rio Vista was unable to obligate its \$75,000 in STP funds in FY 2005-06 by the April 1<sup>st</sup> deadline. In a last minute attempt to save the \$75,000 for Solano County, MTC provided Solano County with the opportunity to reprogram the funds to another local streets and roads project from FY 2006-07 despite the policy to deprogram unobligated funds.

An email was sent to the Technical Advisory Committee (TAC) on August 12<sup>th</sup> requesting that project sponsors interested in additional STP funding for their streets and roads projects contact the STA. The eligible projects must already be successfully obligated. The \$75,000 in STP funds will be added to the project by way of modifying the existing E-76.

Two project sponsors, Benicia and Vacaville, responded to the request to add funds to the following projects:

- City of Benicia, West K Street Rehabilitation Project, TIP ID SOL010021.  
Current funding = \$200,000 STP, FY 2006-07, CONST. Obligated on 7/29/06.
- City of Vacaville, Nut Tree Road Rehabilitation Project, TIP ID SOL010026.  
Current funding = \$342,000 STP, FY 2006-07, CONST. Obligated on 7/29/06.

STA staff is recommending that the \$75,000 be distributed between the two cities, with \$25,000 to the City of Benicia, and \$50,000 to the City of Vacaville. STA staff will work with the cities of Rio Vista, Benicia and Vacaville, and with MTC to perform the necessary Transportation Improvement Program (TIP) amendments required to reprogram the funds. The STA will be responsible for submitting the TIP amendments to MTC. While waiting for the TIP amendments to be approved, the cities of Benicia and Vacaville will be responsible for submitting amendments to Caltrans Local Assistance to modify their E-76s (Financial Plan). The additional funding will be available when the TIP amendments are approved by MTC, which will take approximately 30 days from the time of submittal. According to MTC, the TIP will be opened for amendments on the first part of October 2006.

On September 27, 2006 the STA Technical Advisory Committee (TAC) unanimously recommended this for the STA Board to reprogram the funding as proposed.

**Fiscal Impact:**

There is no fiscal impact by this proposed action to the STA. This action will keep the \$75,000 within Solano County so it is not lost to the region.

**Recommendation:**

Reprogram \$75,000 in FY 2005-06 STP-Augmentation funds for Local Streets and Roads from the City of Rio Vista to (1) the City of Benicia for \$25,000 and (2) the City of Vacaville for \$50,000.



DATE: October 2, 2006  
 TO: STA Board  
 FROM: Robert Guerrero, Senior Planner  
 RE: Countywide Pedestrian Plan Update and Pedestrian Advisory Member Appointments

**Background:**

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of the Solano Transportation Authority (STA), Landpeople (consultants for the countywide plan), and the Solano Pedestrian Advisory Committee (PAC). The Countywide Pedestrian Plan was approved and recommended by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort to identify countywide significant pedestrian projects in the Bay Area. The Solano Transportation Authority (STA) was given an award by the Northern California Chapter of the American Planning Association for the development and implementation of this Pedestrian Plan.

The Plan identified several pedestrian projects in three specific categories: current projects, conceptual projects and priority projects. Each city and the County of Solano have identified at least one priority project included in the plan, as indicated in the following matrix:

Agency	Project
Benicia	State Park Road/I-780 Overcrossing
Dixon	Multi-modal Transportation Center
Rio Vista	Waterfront Plan and Improvement Project
Fairfield	West Texas Street Urban Village Project
Suisun City	Driftwood Drive Pedestrian Project
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
Multi-Jurisdictional (Fairfield, Suisun, and Solano County)	Union Ave (Fairfield) to Main Street (Suisun City) Enhancements Program
Multi-Jurisdiction (Fairfield, Suisun, Solano County, and Vacaville)	Jepson Parkway

The pedestrian projects identified in the Solano Countywide Pedestrian Plan were primarily created and prioritized by the responsible agencies (i.e. all seven cities and the County of Solano). Due primarily to a larger portion of funding dedicated to pedestrian facilities in Solano County, the PAC has requested to update the Solano Countywide Pedestrian Plan's current list of pedestrian projects to include new projects or project revisions. The goal is to complete the update by January 2006 in time for the next Solano Bicycle Pedestrian Program (SBPP) fund cycle.

In June 2006, the STA retained Landpeople consultants to assist in creating a criteria and an application for pedestrian project submittals. Randy Anderson of Landpeople was the original consultant for the Countywide Pedestrian Plan and was instrumental in helping STA staff establish the current PAC.

In relation to the pedestrian planning efforts, the PAC currently has nine active participants and is currently seeking additional members specifically from the cities of Dixon and Vacaville, the Tri City and County Cooperative Planning Group, Solano County Agriculture Commission, Bay Area Ridge Trail Council, San Francisco Bay Trail Program, and Solano Community College. The PAC member appointments are for a 3-year term.

**Discussion:**

The PAC met on September 21, 2006 to finalize a criteria and application to recommend to the STA Board for the Countywide Pedestrian Plan Update project submittals (See Attachment A). The PAC's overall goal was to make the application process simple for project sponsors and not to duplicate funding criteria currently in place for the Solano Bicycle Pedestrian Program (SBPP). The recommended criteria and application includes basic information and elements that improve pedestrian facilities such as:

- Improving public safety
- Overcoming barriers to pedestrian circulation
- Connections to transit
- Implementing walkable community plans
- Pedestrian friendly site planning
- Pedestrian friendly traffic system design
- Pedestrian amenities

Upon approval by the STA Board, the PAC will review project submittals at their November 16, 2006 meeting and provide a recommendation for projects to be included in the Solano Countywide Pedestrian Plan Update. Attachment B provides a detailed schedule of events to complete this effort.

On September 27, 2006, the STA Technical Advisory Committee (TAC) reviewed the criteria and application and unanimously voted to recommend STA Board approval.

In addition to the Countywide Pedestrian Plan Update, STA staff received appointment PAC nominations from the Tri City and County Cooperative Planning Group and the Bay Area Ridge Trail Council. Kathy Blume resigned as the Bay Area Ridge Trail Council PAC member in April 2006. Eva Laevastu was originally the Tri City and County Cooperative Planning Group PAC member, but replaced Kathy Blume on the Bay Area

Ridge Trail instead to allow a new member from the Tri City and County Cooperative Planning Group to participate. Eva Laevastu was nominated to participate on the STA's PAC by the Bay Area Ridge Trail Council on April 10, 2006, and on September 11, 2006, the Tri-City and County Cooperative Planning Group nominated Linda Schrupp. Attachment C is the nomination letters from both agencies confirming these actions.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Approve the attached criteria and application for prioritizing the Countywide Pedestrian Plan's pedestrian projects.
2. Issue a call for additional or revised pedestrian projects to be considered for the Countywide Pedestrian Plan Update.
3. Appoint Linda Schrupp and Eva Laevastu to the Solano Pedestrian Advisory Committee as the Tri County Cooperative Planning Group and Bay Area Ridge Trail participating members respectively.

Attachments:

- A. Criteria for Prioritizing Pedestrian Projects
- B. Pedestrian Project Update Schedule
- C. Nomination letters for Linda Shrupp and Eva Laevastu.

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**Draft Pedestrian Project Information Form**

Solano Transportation Authority  
Pedestrian Advisory Committee

**I. Basic Project Information**

Applicants will complete the following information for each pedestrian project to be submitted. The agency's priority for the project and the thoroughness of the agency's prioritization process will be considered when evaluating the projects.

**A. Project Description and Location**

- 1. Provide a brief description of the project, including a map of the project area. Projects can either be urban or rural (unincorporated/low density). Please check which category applies, below:
  - Urban Project
  - Rural Project
- 2. Attach a map showing the project location within the jurisdiction and a map of the project site (may use Google, Yahoo, or other online mapping service).

**B. Applicant Project Priorities**

- 1. Rank your submitted pedestrian projects based on relative priority for your agency.

**C. Project Funding**

- 1. List all funding amount and sources currently secured for the project (if any).
- 2. Attach a project cost estimate.

**E. Project Readiness**

Indicate any of the following that apply to the project:

- 1. A clear conceptual plan is provided based on detailed site and background information;
- 2. Preliminary engineered plans and cost estimate are completed;
- 3. Environmental documents are completed addressing CEQA (and NEPA if federal funding or approval is involved);
- 4. Construction documents are completed;
- 5. All permits (e.g. encroachments, environmental) are secured for the project .

## Draft Pedestrian Project Information Form

Solano Transportation Authority  
Pedestrian Advisory Committee

6. There are dedicated resources for the ongoing maintenance of the improvements (maintenance assessment district, city department, etc.)

Add any comments that qualify or explain your answers (use separate sheet if needed)

### ***F. Community Participation and Support***

Check and specify type(s) of support and participation where applicable:

1. The project is authorized/supported by the local agency/organization sponsors.
2. The project has broad support from the community and related agencies, organizations, representatives, etc. as reflected by letters of support.
3. The project is based on active outreach to and participation by the public, including populations with special pedestrian access needs, such as seniors, low income residents, people with disabilities, children, etc.
4. The project is based on a collaborative planning process involving the public and key groups that would be served by the project, especially those representing populations with special pedestrian access needs.
5. The project is a partnership between local or regional agencies, organizations, and/or groups, especially those representing populations with special pedestrian access needs.

### ***G. Additional Benefits***

Projects that provide other significant benefits in addition to achieving pedestrian project criteria may be given additional weight. Check and briefly describe additional benefits below:

1. Bicycle access (provides new access or enhances an existing one);
2. Recreation (provides a recreational facility or enhances an existing one);
3. Habitat protection (protects and/or enhances or restores sensitive/scenic habitat);
4. Storm water management/erosion control;
5. Historic preservation/interpretation;
6. Other (specify).

## Draft Pedestrian Project Information Form

Solano Transportation Authority  
Pedestrian Advisory Committee

### II. Pedestrian Project Performance Checklist

The performance criteria below are intended to encourage and identify pedestrian projects that have specific tangible benefits for pedestrian circulation. The checklist below has been summarized from the Countywide Pedestrian Plan, which contains planning and design guidelines in Section 5.

An eligible pedestrian project will meet at least a few of these criteria. Generally a project that meets more of the criteria in the checklist will score higher, but there are no required criteria, and no project is likely to meet all, or even most criteria. The criteria are not necessarily in priority order.

If the project achieves a criterion below, check that item and briefly explain how it is achieved.

#### *A. Improving Public Safety*

- 1. The project provides improvements in a location that is an area of documented community concern (e.g. complaints or near misses).
- 2. The project provides improvements in a location that has a documented history of pedestrian/vehicular accidents.
- 3. The project meets applicable design standards for this type of facility (e.g. ASHTO or Caltrans).

#### *B. Overcoming Barriers to Pedestrian Circulation*

- 1. The project provides pedestrian access across a previously impassible or unsafe barrier, such as freeways/expressways, arterial roads (4 lanes or greater, 35 mph or greater, railroad(s), waterway(s).
- 2. The project serves an area that significantly lacks pedestrian facilities.
- 3. Closes a gap in an adopted local or regional trail system such as the San Francisco Bay Trail, Bay Area Ridge Trail, or city trails and pathways plan.

#### *C. Providing Connections to Transit*

- 1. The project connects to local bus stop(s);
- 2. Connects to express/regional bus stop(s); and/or regional multi-modal transit hub (bus, carpool, train, ferry).

## **Draft Pedestrian Project Information Form**

Solano Transportation Authority  
Pedestrian Advisory Committee

- 3. Provides amenities for waiting transit riders (benches, lighting, shelter, landscaping, news racks);

### ***D. Implementing Walkable Community Plans***

- 1. The project is part of and consistent with an adopted General Plan circulation element, Specific Plan, Development Master Plan, Pedestrian Master Plan or similar document that addresses pedestrian circulation in the City or subarea;
- 2. Is part of an existing or planned mixed use district with housing, shopping, employment, and/or basic public facilities;
- 3. Serves higher residential densities such as between 12 and 24 dwelling units per acre;
- 4. Provides access to a site or facility with high use or potential use (park, public building complex, hospital, senior or youth center, major shopping center or downtown commercial district, etc.).

### ***E. Pedestrian Friendly Site and Street Design***

- 1. Buildings are sited along and oriented to the street and adjacent sidewalk, rather than parking located between the street/sidewalk and the buildings;
- 2. Buildings are detailed and articulated to provide an attractive pedestrian frontage;
- 3. Street design accommodates pedestrian circulation needs through measures such as:
  - a. shorter blocks (440' max.) or pedestrian connections through longer blocks;
  - b. driveways are consolidated;
  - c. traffic lanes are narrowed to 10' to 11';
  - d. speed limits are reduced to no more than 25 mph in designated pedestrian zones;
  - e. smaller street corner radii or bulb outs are used to reduce crossing distance;
  - f. pedestrian routes are separated from traffic by planting strips and/or on street parking;
  - g. median or refuge islands are provided where streets have more than 4 lanes.
- 4. Traffic signals and controls accommodate pedestrian and bicycle needs through measures such as:
  - a. signal duration is long enough to allow pedestrians to cross;

## **Draft Pedestrian Project Information Form**

Solano Transportation Authority

Pedestrian Advisory Committee

- b. pedestrian/bicyclist activated signals are provided;
- c. “count down” signals are provided;
- d. pedestrian activated crossing warning lights are provided;
- e. right turns on red lights are prohibited;
- f. signs warn drivers of upcoming crosswalks and to yield to pedestrians.

### ***F. Pedestrian Amenities***

- 1. Pathways or sidewalks are at least 6 feet wide, or 8 feet minimum if shared with bikes (12 feet is preferred);
- 2. Amenities are provided such as site furniture, decorative lighting, and landscape structures such as seat walls, pergolas and special decorative paving;
- 4. Landscaping is provided, including trees, shrubs, and ground covers or annual plants, and shade trees and shrubs in a planting strip separate pedestrians from traffic;
- 5. Spaces are provided adjacent to the pedestrian corridor for resting and socializing;
- 6. The project has an architectural, landscape, and/or sign graphic theme that expresses the local culture and setting; signage or installations that interpret local environment and/or history; or outdoor art such as sculptures or murals.

# Draft Pedestrian Project Scoring Process

Solano Transportation Authority  
Pedestrian Advisory Committee

## Project Scoring

The Solano Pedestrian Advisory Committee (PAC) will review and recommend a prioritized list of pedestrian projects for the Solano Transportation Authority (STA) Board of Directors to consider including in the Solano Countywide Pedestrian Plan Update. The STA Technical Advisory Committee (TAC) will have an opportunity to review the PAC's recommendation before STA Board action.

<b>The project can score in a range from 0 to 10 points for each criterion</b>		<b>Score</b>
1.	Community Participation and Support.	_____
2.	Additional Project Benefits	_____
3.	Improving Public Safety	_____
4.	Overcoming Barriers to Pedestrian Circulation	_____
5.	Providing Connections to Transit	_____
6.	Implementing Walkable Community Plans	_____
7.	Pedestrian Friendly Site and Street Design	_____
8.	Pedestrian Amenities	_____
<b>Total points (80 max.)</b>		_____

The final decision regarding project priority will not be based solely on scores – factors such as distribution of projects by region and project type will also be considered.

## Solano Countywide Pedestrian Plan Update Schedule

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### **Project Milestones:**

September 21<sup>th</sup> - PAC meeting

- Present a draft methodology for PAC to discuss and provide input (Consultant).
- Present status report on current projects (STA staff).

September 27<sup>th</sup> - TAC meeting

- STA staff provides an overview of the update process and makes a request for new and/or revised pedestrian projects to be included in the updated plan (STA staff).

October 11<sup>th</sup> - STA Board

- STA Board calls for new projects for Countywide Pedestrian Plan Update.

October 27<sup>th</sup>

- Project Sponsors submit new and/or revised project submittals to STA staff.

October 27<sup>th</sup> to November 7<sup>th</sup>

- Apply draft methodology to current and new project submittals (Consultant).

November 16<sup>th</sup> - PAC meeting

- Present findings and new projects list (Consultant).
- Recommend list for approval to STA Board (STA staff).

November 16<sup>th</sup>

- Submit Draft methodology report (Consultant).

November 29<sup>th</sup> -TAC meeting

- Present draft methodology report to TAC and recommend list for approval by STA Board based on PAC recommendation (STA Staff).

December 1<sup>st</sup> -

- Submit Final methodology report due based on TAC input (Consultant).

December 13<sup>th</sup> - STA Board

- Approve new and/or revised pedestrian projects list to be included in Countywide Pedestrian Plan Update (STA staff).

**Completion Date:** Tentative STA Board approval of update is December 13th, 2006

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ATTACHMENT C



BAY AREA  
RIDGE TRAIL  
COUNCIL

April 10, 2006

Robert Guerrero, Associate Planner  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun, CA 94585

Dear Mr. Guerrero

Due to the recent resignation of Katherine Blume from the Solano County Pedestrian Advisory Committee, the Bay Area Ridge Trail nominates Eva Laevastu to fill this vacancy. Ms. Laevastu can be reached at 502 Via Palo Linda, Fairfield, CA 94534, 864-2108.

If you have questions, please call me at 645-1888.

Sincerely,

Kathy Hoffman  
Chair, Solano County Committee





TRI-CITY AND COUNTY COOPERATIVE PLANNING GROUP  
Cities of Benicia, Fairfield, and Vallejo  
County of Solano

September 13, 2006

Robert Guerrero  
Associate Planner  
Solano Transportation Authority  
One Harbor Center  
Suisun City, California 94585

Dear Robert:

This letter confirms that on September 11, 2006, the Governing Board of the Tri-City and County Cooperative Planning Group for Agricultural and Open Space Conservation, a legally constituted Joint Powers Authority, appointed Linda Schrupp, a member of the Citizens Advisory Committee, to serve as their representative on the Pedestrian Advisory Committee. Please feel free to call me at 428-7446 if you have any questions.

Sincerely,

BRIAN MILLER  
Staff Secretary

BKM:ccs



**TRI-CITY AND COUNTY COOPERATIVE PLANNING GROUP**  
Cities of Benicia, Fairfield, and Vallejo  $\Xi$  County of Solano

**GOVERNING BOARD  
MINUTES  
September 11, 2006**

**1. Call Meeting to Order**

Governing Board Members Present: Tony Pearsall, John Silva, Bill Whitney

Governing Board Members Absent: Harry Price

Managers' Group present: None

Staff Present: Brian Miller, Bill Tuikka, Matt Walsh, Laura  
Karaboghosian,

Citizens Advisory Committee Bob Berman

Others Present: Marilyn Farley and Sue Wickham, (Solano Land Trust)

**2. Public Comment**

None.

**3. Minutes: Approval of Governing Board Minutes of June 12, 2006**

The Governing Board adopted the minutes as presented by staff.



**4. Appoint Linda Schrupp as the Cooperative Planning Group representative to the Solano Transportation Authority Pedestrian Advisory Committee**

Brian Miller described the role of the Pedestrian Advisory Committee and explained that Linda Schrupp had volunteered to serve as representative. He noted that the CAC had approved her appointment. The Governing Board agreed with the recommendation of the CAC to appoint Linda Schrupp to the PAC.

**5. Status Report on Orchards School (Update))**

Mel Jordan from the Vallejo Unified School District, who had been scheduled to give a presentation, was unable to make the meeting. Bill Tuikka indicated that the big issue is obtaining initial environmental clearances, including mitigation requirements and setbacks. Further plan development awaits this critical step.

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DATE: October 2, 2006  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: North Connector Transportation for Livable Communities (TLC) Concept Plan

**Background:**

On July 12, 2006, the Solano Transportation Authority (STA) Board issued a Request for Proposals (RFP) for the North Connector Transportation for Livable Communities (TLC) Concept Plan. The North Connector TLC Concept Plan is proposed to be a user-friendly, multi-jurisdictional concept plan with the following main elements:

- Overall design goals, policies and objectives to guide the long term development of the corridor;
- Proposed long range land uses adjacent to the corridor identified in the City of Fairfield and County of Solano general and specific plans;
- Bike, pedestrian path(s), treatments, connections and signage;
- Streetscaping elements such as gateway signs, street furniture, pedestrian lighting, etc.;
- Landscaping of various types along the entire corridor (i.e. more urban type plantings in the more urban areas, and more rural plants along the rural areas);
- Access concepts such as the location and timing of traffic signals and limiting additional access and driveways along the rural areas;
- Future transit routes, stops and services for local bus service as well as that proposed in the SR 12 Transit Corridor Study;
- Public input opportunities to obtain comments on the draft concept plan prior to adoption.

The budget for the proposed concept plan was approved for an amount not to exceed \$40,000 with a draft scope of work and schedule as indicated in Attachments A and B.

**Discussion:**

In response to the RFP, the STA received proposals from Landpeople, ARUP, and Gates and Associates. A three-member evaluation panel was established consisting of representatives from the STA, the County of Solano and the City of Fairfield. The panel evaluated the written proposals and held oral interviews on Friday, September 22, 2006. Based on the proposals and interviews, the panel unanimously recommended ARUP to provide planning and design services for the North Connector TLC Concept Plan.

If approved by the STA Board, ARUP will begin working closely with the STA, City of Fairfield, County of Solano and the North Connector design team to develop the concept plan during 2006 and 2007. It is believed that the improvements and services recommended in the concept plan would be generally in addition to or supplementing the basic road infrastructure improvements identified in the North Connector project currently in the environmental and design stages.

**Fiscal Impact:**

\$40,000 of TLC Program balance from the Fiscal Year (FY) 2005-06 STA Budget will be used to conduct this study. These federal funds are provided from MTC through the Transportation and Planning Use Solutions T-PLUS program.

**Recommendation:**

Authorize the Executive Director to enter into an agreement with ARUP to provide planning and design services for the North Connector TLC Concept Plan for an amount not to exceed \$40,000 for a contract term through July 31, 2007.

**Attachments:**

- A. Proposed Scope of Work for North Connector Transportation for Livable Communities (TLC) Concept Plan.
- B. Proposed Schedule for the North Connector Study TLC Concept Plan

**Proposed Preliminary Scope of Work for the North Connector Study Transportation for Livable Communities (TLC) Concept Plan**

Subject to input from the STA, City of Fairfield and County of Solano, conduct the following major tasks:

**1. Finalize Scope of Work**

Hold a scoping meeting with staff from STA, City of Fairfield and County Solano to refine and finalize the scope of work.

*Deliverable: Hold scoping meeting.*

**2. Concept Plan Goals, Objectives and Policies**

Develop proposed concept plan goals, objectives and policies

*Deliverable: Proposed concept plan policies.*

**3. Graphics**

Prepare graphics providing proposed design concepts, site plan, cross-sections, photo simulations, renderings and/or other details illustrating and proposed adjacent land uses and TLC concepts. Bus stops/shelters, bicycle, pedestrian facilities, access concepts, landscaping and gateway treatment need to be identified and incorporated into the concept plan.

*Deliverable: Draft concept plan, site plan and illustrations.*

**4. Public Input**

Based upon the alignment and environmental studies already underway, hold and facilitate a public input workshop to obtain input on the draft TLC design elements, transit, and alternative mode concepts proposed for this concept plan.

*Deliverable: Hold and facilitate a public workshop.*

**5. Draft Plan**

Prepare draft TLC Concept Plan (similar to the format used in the Jepson Parkway Concept Plan) and power point incorporating proposed policies, project description, TLC illustrations, TLC candidate projects and recommendations for review by the STA Board, the Technical Advisory Committee, City of Fairfield, and County of Solano.

*Deliverable: Draft TLC Concept Plan*

**6. Final Plan**

Based on comments received, prepare final North Connector TLC Concept Plan for review and approval by the STA Board.

**7. Hard and electronic copy of all technical graphic and data files**

The consultant shall provide STA with a complete hard copy and electronic copy of all graphics, text and technical data files of the all proposed concept plan deliverables.

**Proposed Schedule for the North Connector Study Transportation for Livable Communities (TLC) Concept Plan**

<b>ACTIVITY</b>	<b>TARGET DATES</b>
Release request for proposals (RFP)	July 14, 2006
RFP submittal date	August 18, 2006
STA selects consultant	September 15, 2006
Contract commences	October 15, 2006
Finalize scope of work	October 31, 2006
Prepare goals, objectives, policies	November 15, 2006
Prepare draft concept plan graphics and illustrations	December 31, 2006
Hold public input meeting	January 31, 2007
Prepare Draft Plan	April 30, 2007
Prepare Final Plan	May 31, 2007



DATE: September 29, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Request for Proposals for Construction Management Services for the North Connector and the I-80 High Occupancy Vehicle (HOV) Lanes Projects

**Background:**

STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, including the North Connector Project and the I-80 HOV Lane Project.

*North Connector Project*

The current implementation plan for the North Connector project includes a joint effort, whereby the City of Fairfield is the lead agency for implementing the Central Section of the North Connector (within the City of Fairfield) and the STA is the lead agency for implementing the East Segment of the North Connector.

The Environmental Document is currently scheduled to be completed in early 2007. The implementation strategy calls for moving forward concurrently with detailed preliminary engineering, which is underway.

*I-80 HOV Lane Project*

The current implementation plan for the I-80 HOV Lane project is for the STA to be the lead agency for completing the Environmental Document and Final Design for the I-80 HOV Lanes project. In an effort to expedite the delivery of the I-80 HOV Lanes project, the implementation strategy calls for moving forward concurrently with the preparation of the environmental document and detailed preliminary engineering. Both efforts are currently underway, with the Environmental Document scheduled to be completed in early 2007.

**Discussion:**

Now that detailed preliminary engineering is moving forward for the North Connector project and the I-80 HOV Lane project, it is proposed to hire a firm that would perform constructability reviews for the construction management. Issuing a Request for Proposal (RFP) to retain a Construction Management (CM) firm is required. The CM firm would provide construction management services for the North Connector project (East Segment) and an Advance Project for the I-80 HOV Lane as discussed in more detail below.

### *North Connector Project*

As mentioned above, detailed preliminary engineering is moving forward on schedule. The CM firm selected and retained by STA would not only administer the construction project, but will also perform constructability and bidability reviews of the project plans and specifications. These reviews are typically performed as the project moves through the design phase and are scheduled to take place in late 2006 and early 2007.

### *I-80 HOV Lane Project*

STA Staff has been working with Caltrans over the past several months to coordinate the delivery of the I-80 HOV Lane project with the delivery of I-80 State Highway Operations & Pavement Protection (SHOPP) projects since a portion of the SHOPP projects overlap a portion of the I-80 HOV Lanes project. Based on recent discussions, it appears the best approach will be to construct a minor portion of the overlapping I-80 HOV Lane project in advance of the construction of both the I-80 HOV Lane and the SHOPP projects.

With that approach in mind, STA staff and Caltrans staff developed a delivery strategy to expedite the completion of the I-80 HOV Lane project. One significant constraint in delivering the I-80 HOV Lane project is the widening of the Green Valley Creek Bridge (located within the overlapping portion on the west end). The Green Valley Creek Bridge will need to be widened on both the outside and on the median side of I-80. Due to the short construction windows for doing work in the creek due to permitting restrictions, (June 15<sup>th</sup> thru October 1<sup>st</sup>), it will take two summers to complete this bridge widening. As such, it has been determined that the most expeditious approach for delivering the I-80 HOV Lane project will be to complete the outside widening of the bridge in the summer of 2007 as an advance project (I-80 HOV Lanes Advance Project - Green Valley North Side Bridge Widening) and to have STA advertise and administer the construction contract under a Caltrans Encroachment Permit. The median widening for the Green Valley Creek Bridge would take place in summer 2008 as part of the main I-80 HOV Lane construction contract.

As mentioned above, detailed preliminary engineering is moving forward on schedule. The CM firm selected and retained by STA would not only administer the I-80 HOV Lanes Advance Project - Green Valley North Side Bridge Widening (Advance Project) construction contract, but will also perform constructability and bidability reviews for both the Advance Project and the main construction contract for the I-80 HOV Lanes. These reviews are typically performed as the project moves through the design phase and are scheduled to take place in the in late 2006 and early 2007.

### **Fiscal Impact:**

This work will be funded with Regional Measure 2 (RM2) funds dedicated to the North Connector Project and the I-80 HOV Lane Project.

### **Recommendation:**

Authorize the Executive Director to issue a RFP for Construction Management Services for the North Connector Project and the I-80 HOV Lanes Advance Project - Green Valley North Side Bridge Widening.



DATE: September 28, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges

**Background:**

Agencies in Solano County are currently under going or have plans to complete several highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to the county and individual cities. Specifically these projects include the North Connector reliever route, the Jepson Parkway reliever route, North Texas Interchange, Rio Vista Bridge Study, State Route 12/Church Road Intersection and the I-80 High Occupancy Vehicle (HOV) Lanes/Turner Avenue Overcrossing in Vallejo.

Currently, the STA does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. With the forecast for several upcoming projects, these funding negotiations would again be required. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

A funding policy would identify a definition for regionally significant reliever routes and list regionally significance local interchanges that would be eligible for Solano County regionally generated funds. Additionally, the policy would outline the requirements for local contributions to these projects. The intent is to provide implementing agencies such as, STA, the seven cities, and the County a uniform policy for funding projects with regionally generated funds.

Regionally generated funds include; Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP ), future Solano County Transportation Sales Tax (funds other than local return-to-source), future state bond for infrastructure investment, and federal funds other than earmarks obtained by the local jurisdiction.

**Discussion:**

STA is striving to continuously improve the highway corridors, interchanges and providing for reliever routes. Funding investment in these improvements would vary based on the purpose of the project and the community served by the improvement. In some cases the improvements serve both the local community and the region. These projects should be considered to receive a portion of the regional funds.

The proposed policy is intended to define local contribution for projects with both local and regional benefits. The I-80/I-680/State Route (SR) 12 Interchange is considered to have primarily regional benefit and this proposed policy would not be applicable.

This proposed policy has three segments; 1.) Identification of eligible projects or the definition of eligible projects, 2.) Placement of the project on the STA priority work plan adopted by the STA Board, and 3.) Funding based on the adopted policy for regional funds and matching local contributions.

Eligible Project Definitions:

*Eligible Interchange Project Definition:* The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified specific highway projects along the corridors as well as interchange improvements. Generally interchange improvements identified in these Studies are considered regionally significant. The 2004 I-80/I-680/I-780 Major Investment & Corridor Study also generated a list of interchanges under the title “Recommended Local Interchange Improvements Prioritized by Local Jurisdiction”, which will be the basis for interchange improvements not funded with regional funds. In addition, providing improved access to the county’s intermodal facilities and High Occupancy Vehicle (HOV) lanes would also be included in the interchanges eligible for funding with regional funds. These intermodal facilities include: Vacaville Intermodal Transportation Center, Fairfield Transportation Center, Curtola Park-and-Ride in Vallejo, and the Benicia Transportation Center.

Based on this criterion, the local interchanges considered regionally significant and applicable to this proposed policy include:

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Curtola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)

*Highway Reliever Route Definition:* The intent of reliever routes is to provide a local alternative to the state highway for travel between the cities in Solano County. The reliever routes provide regional benefit in that they alleviate congestion on the state highway system and local benefit as they provide traffic alternatives for local residents. Currently the two STA identified reliever route projects are the North Connector and the Jepson Parkway. Both projects are on the adopted STA priority work plan. In the future, currently unidentified reliever routes would be required to provide similar regional traffic benefits as these two projects and to be in the adopted STA Overall Work Plan (OWP).

Based on this criterion, the reliever routes considered regionally significant and applicable to this proposed policy include:

- Jepson Parkway
- North Connector

STA Overall Work Plan (OWP): Annually the STA Board adopts a two-year work plan that identifies priority projects that are considered for regional funding. This is known as the STA Overall Work Plan. Any project to be considered for regional transportation funds must

be on this priority work plan adopted by the STA Board. Once the STA Board adopts the priority projects, each project is subject to programming priorities by the Board. With the limitations in transportation funding, not all projects adopted by the STA Board can be constructed in parallel, but rather in consecutive order.

**Funding Policy Proposal:** There have been two “regionally significant” projects in the past; both based on (roughly) a 50/50 funding share between the STA and the local agency or agencies. These two projects are the I-80/Leisure Town Interchange and the Walters Road improvements in Suisun City as part of the Jepson Parkway Project, the local contribution was approximately 50% with 50% from regional fund sources. This funding split aligned with the local benefit versus the regional benefit. The proposed funding policy is to have this local contribution at 50% for projects that also meet a regional significance. The regional funds for projects would be programmed by the STA based on approval by the STA Board. The local funding contribution could be obtained by multi-city/county pooling of funds to reach the level of 50% local funds.

There are two near term projects which necessitate the need to have a funding policy by the STA Board, these are the North Connector and the Jepson Parkway Reliever Routes. Currently the STA Board does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

**Implementation:** Once this policy has been adopted by the STA Board, each project will be subject to proceeded actions. Whereas, a project has to be included in the STA Board adopted OWP then STA Board would have to approve programming of regional funds for the project.

**Changes or Additions to the Projects:** Changes to the original identified project lists, would be allowed by the STA Board following recommended approval by the TAC.

On June 28, 2006, the TAC by a 6 to 2 vote (Solano County and Suisun City voting no) recommending the STA Board support this policy. On July 10, 2006, the STA Board Arterials, Highways, and Freeways Committee supported the policy with a 5 to 1 vote (City of Rio Vista voted no). At the July 12, 2006 and September 13, 2006 Board Workshops this proposed policy was discussed.

**Fiscal Impact:**

There is no direct fiscal impact, other than the projects would be required to be on the STA adopted OWP to insure adequate resources have been set aside for the projects.

**Recommendation:**

Approve Resolution No. 2006-04 adopting a funding policy of 50% local and 50% regional funds for Reliever Routes and regionally significant interchanges.

Attachment:

A. Resolution No. 2006-04

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 2006-04**

**RESOLUTION OF THE  
SOLANO TRANSPORTATION AUTHORITY  
ADOPTING A POLICY FOR THE FUNDING OF  
REGIONALLY SIGNIFICANT RELIEVER ROUTES  
AND INTERCHANGES**

WHEREAS, Solano County is one of the few counties that continues without a local transportation funding mechanism and, as such, partnerships between STA, Solano County and the seven cities in Solano County will be crucial for the development of the funds necessary for development of those major transportation improvements that will serve the region and these local communities; and

WHEREAS, within the past 5 years two projects of regional significance has been developed with joint regional and local funding which resulted in construction of the Leisure Town Road Overcrossing in Vacaville, the widening of Walters Road in Suisun City and the commencement of the Jepson Parkway Reliever Route from I-80 in Vacaville through the County and Fairfield to State Route (SR)12 in Suisun City; and

WHEREAS, funding for those two projects (Leisure Town Overcrossing and Walters Road) were developed from both regional and local sources and with close to a 50/50 split between the regional and local funds; and

WHEREAS, in conjunction with Caltrans, the public works staffs of Solano County and the seven cities in Solano County, STA developed two major studies to identify the key overcrossings and other project which were of regional significance. Those two studies were:

1. The "I-80/I-680/I-780 Major Investment & Corridor Study" adopted by the STA Board in 2004, and
2. The "State Route (SR) 12 Major Investment Study" adopted by the STA Board in 2001; and

WHEREAS, these two identified specific highway projects along the key Solano county transportation corridors and specifically listed the following projects as those having regional significance:

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Curtola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)
- North Connector Reliever Route
- Jepson Parkway Reliever Route; and

WHEREAS, the Solano Transportation Authority staff has worked extensively with the STA Technical Advisory Committee to develop a proposed policy for funding projects of regional significance; and

WHEREAS, the STA staff and the TAC have recommended the following policy provisions:

1. Eligible projects or the definition of eligible projects shall be:
  - Those interchanges and reliever routes presently identified in the I-80/I-680/I-780 Major Investment & Corridor Study and the State Route (SR) 12 Major Investment Study; and
  - Such other projects later identified as eligible under criteria established by the STA Board.
2. Eligible projects must also have been reviewed as to process by which they can be developed and, thereafter, the project would be placed on the STA priority work plan adopted by the STA Board, and
3. Eligible projects shall be funded on the following ratio:
  - 50% of the costs of development shall be local funds. It is recognized that many, if not all, of the projects may involve more than one local funding agency. The allocable shares of such local funding shall be determined by those agencies involved whether Solano County or one or more of the seven cities in Solano County.
  - 50% of the costs of development shall be regional funds programmed by STA. Regional funds include, but are not limited to, Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP), a future Solano County Transportation Sales Tax (funds other than local return-to-source), a future state bond(s) for infrastructure investment, and federal funds other than earmarks obtained by the local jurisdiction; and

WHEREAS, the STA Board recognizes that additional policy provisions may be necessary to address future issues such as further refining the definition of “projects of regional significance” as well as to address situations in which local funding shares have not been resolved.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby:

1. Approves the adopting a policy for the funding of regionally significant reliever routes and interchanges as set forth herein, and
2. Directs staff to continue to work with the Technical Advisory Committee to address issues that may arise in the future such as refining the definition of “projects of regional significance” as well as to address situations in which local funding shares have not been resolved.

ADOPTED by the Solano Transportation Authority at a meeting held on October 11, 2006 with the following vote:

AYES: \_\_\_\_\_  
NOES: \_\_\_\_\_  
ABSENT: \_\_\_\_\_  
ABSTENTIONS: \_\_\_\_\_

\_\_\_\_\_  
Len Augustine, STA Chair

ATTESTED BY: \_\_\_\_\_  
Johanna Masiclat, Clerk to the Board

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DATE: October 2, 2006  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – October 2006 and STA’s Draft 2007 Legislative Priorities and Platform

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2005, the STA Board adopted its 2006 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA’s legislative activities.

**Discussion:**

September 30, 2006 was the last day for the Governor to either sign, take no action, or veto bills passed by the Legislature during the current session. A current Legislative Matrix is included as Attachment A. Current legislative updates are also included for State (Attachment B - Shaw/Yoder) and Federal (Attachment C - The Ferguson Group).

**AB 2538**

State Assembly Member Lois Wolk carried AB 2538 (Planning, Programming and Monitoring [PPM] Bill) at the request of the STA. Governor Schwarzenegger has signed the bill into law. Staff appreciates Assembly Member Wolk, her legislative staff member Lisa Ramer, and our state legislative consultant Josh Shaw, for all their efforts on behalf of the STA and transportation planning agencies throughout the state to bring this bill to fruition.

This bill allows every transportation agency or county transportation commission to receive up to 5% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, regardless of whether it receives federal metropolitan planning funds. This is particularly important to the STA, because our PPM funding will increase from 1% to 5%, allowing the STA to allocate funding for currently unfunded projects such as:

- SR 29 Major Investment Study (\$300,000)
- Project Study Reports (PSRs) that were adopted by the STA Board:
  - EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. (\$150,000)
  - I-80 HOV – Air Base to I-505 (\$300,000)
  - WB I-80 Aux Lane – W. Texas St. to Abernathy Rd. (\$150,000)
  - WB I-80 Aux Lane – Waterman Blvd. to Travis Blvd. (\$150,000)
  - I-80 Mix Flow Lane from SR 12 E to Beck Ave. (\$150,000)

Based on this new law (which will go into effect January 1, 2007), staff estimates that the STA will have the ability to program additional PPM funds for readying transportation projects for construction beginning with the FY 2007-08 State Transportation Improvement Program (STIP).

### STA Legislative Priorities and Platform

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Priorities and Platform is first developed in draft form and distributed. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff submitted the Draft 2007 Legislative Priorities and Platform to the STA Technical Advisory Committee (TAC) and Transit Consortium review for comment at the TAC and Consortium meeting in September. STA's state and federal legislative consultants have also reviewed the draft and submitted their comments. Recommended additions have been noted in **bold** and recommended deletions with a ~~strike through~~.

STA staff recommends that the Draft 2007 Legislative Priorities and Platform (Attachment D) be distributed for a 30-day review and comment period. The Final Draft 2007 Legislative Priorities and Platform will be placed on the December STA Board agenda for consideration of adoption.

### Proposition 90

"Government Acquisition, Regulation of Private Property. Initiative Constitutional Amendment." Proposition 90 would require all state and local government agencies to pay property owners if they pass certain new laws or rules that result in substantial economic losses to their property. If passed, this proposition would significantly increase the cost and thereby the delivery of transportation projects.

The Title and Summary/Analysis of Proposition 90 from the November 7, 2006 General Election Official Voter Information Guide is included as Attachment E. Amy O'Gorman, California League of California Cities Regional Manager, will make a brief presentation to the Board at the Board Meeting of October 13, 2006.

### Recommendation:

Authorize the Executive Director to distribute the STA Draft 2007 Legislative Priorities and Platform for a 30-day review and comment period.

### Attachments:

- A. Legislative Matrix, September 2006
- B. State Legislative Update – Shaw/Yoder
- C. Federal Legislative Update – The Ferguson Group
- D. STA's Draft 2007 Legislative Priorities and Platform
- E. Proposition 90 Title and Summary/Analysis

**Solano Transportation Authority  
Legislative Matrix  
October 2, 2006**

**State Legislation**

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
<b>AB 1020 (Hancock)</b>  Transportation Planning: Improved Travel Models	Requires certain metropolitan planning organizations, including the Metropolitan Transportation Commission, to develop and implement improved regional travel models incorporating smart growth concepts and to undertake other related planning activities.	Vetoed by Governor 09/29/06  Support: <ul style="list-style-type: none"> <li>• Alameda-Contra Costa Transit District</li> <li>• American Lung Assoc.</li> <li>• CA League of Conservation Voters</li> <li>• CA Secure Transportation Energy Partnership</li> <li>• Clean Power Campaign</li> <li>• Coalition for Clean Air</li> <li>• Defenders of Wildlife, CA Program Office</li> <li>• Natural Resources Defense Council</li> <li>• Planning and Conservation League</li> <li>• Sierra Club of CA</li> </ul> Oppose: <ul style="list-style-type: none"> <li>• CA Dept. of Finance</li> </ul>	None

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ATTACHMENT A

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
<b>AB 1407 (Lieber)</b> <b>Bridge Toll Cleanup: RM2 &amp; Hybrid Vehicles in HOV Lanes</b>	Modifies existing law related to management structure for Regional Rail Plan in Regional Measure 2 (RM2). Specifies that owner of a hybrid vehicle registered in the 9 county Bay Area who seeks a vehicle identifier in order to use the HOV lanes leading to the state-owned toll bridges must maintain a FasTrak account in order to pay bridge tolls when using the HOV lanes without the required number of occupants. Authorizes MTC, in consultation with a project sponsor, to reprogram RM2 project savings to another project in the same bridge corridor. Also permits MTC to swap RM2 funds on a 1:1 basis for alternate funds for other projects that improve travel options in the bridge corridors. Authorizes a local authority to suspend lane access privileges during periods of peak congestion under certain conditions.	<b>Chaptered by Secretary of State - Chapter 606, Statutes of 2006 09/29/06</b>	None
		Bay Area Toll Auth.-Support CSAC-Watch MTC-Support/Sponsor Santa Clara County-Support/Sponsor	
<b>AB 1783 (Nunez)</b> <b>Infrastructure Bond Proposal</b>	Provides legislative intent to enact the California Infrastructure, Improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006 to provide for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources.	Introduced 1/4/06; In Assembly	Watch 03/08/06
		ABAG-Support LCC-Watch	
<b>AB 2128 (Torrice)</b> <b>Employer Tax Credit: Commuter Benefits</b>	Authorizes an employer until <del>2017</del> 2018 to claim a tax credit against income taxes up to 60 percent for costs incurred to provide certain, defined commuter benefits to its employees. Restricts such tax credit to expenditures incurred for private-sector transit, defined as private transit motorized vehicles designed to carry 16 or more passengers. Provides that only employers who offer public transit subsidies as well as private transit subsidies may qualify for the tax credit, but that the credit shall only apply for transit benefits for private mass transit. <i>Requires that the owner of such motorized vehicle(s) register the vehicle(s) annually with the Department of Motor Vehicles (Amended 5/3/06)</i>	From committee without further action pursuant to Joint Rule 62(a) 06/08/06	None

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State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
<b>AB 2444 (Klehs)</b> Vehicle Registration Fee: Congestion Management, Water and Air Quality	Authorizes the congestion management agencies in the 9 Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. Further authorizes the Bay Area Air Quality Management District to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the Bay Area Air Quality Management District would each have responsibility for one half of the revenues derived by this portion of the fee. Caps the amount that these districts may spend on administrative expenses at 5 percent. Requires independent audit within 2 years after fee becomes operative and each year after that date.	Vetoed 09/22/06  <u>Support:</u> 35 agencies/organizations  <u>Oppose:</u> 6 agencies/organizations	Support 07/12/06
<b>AB 2538 (Wolk)</b> Project Programming, Planning & Monitoring (PPM) Funds	Provides that each county may request up to 5 percent of its county share in the State Transportation Improvement Program (STIP) for the purpose of project planning, programming, and monitoring.	<b>Chaptered by Secretary of State - Chapter 821, Statutes of 2006 09/30/06</b>  <u>Support:</u> <ul style="list-style-type: none"> <li>• MTC</li> <li>• VTA-Santa Clara</li> <li>• CCTA-Contra Costa</li> <li>• SCTA-Sonoma</li> <li>• OCTA-Orange</li> <li>• NCTPA-Napa</li> </ul>	Support and co-sponsor 03/08/06
<b>SB 44 (Kehoe)</b> General plan: Air Quality Element	Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later from one year from the date specified for the next revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.	Amended with new subject no longer relevant to STA 8/24/06  ABAG-Watch BAAQMD-Support	Request comments from cities & counties 05/11/05

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State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
<b>SB 1024 (Perata)</b> Public Works & Improvements: Bond Measure	Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount in state general obligation bonds on the June 2006 election for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, environmental enhancement projects, transit-oriented development, affordable housing, local bridge seismic retrofit, state-local partnership program, transit security and grade crossings subject to voter approval. (Amended 1/26/06)	Held in Assembly 1/31/06	Watch 05/11/05, 03/08/06
		ABAG-Watch BAAQMD-Support MTC-Support	
<b>SB 1165 (Dutton)</b> Transportation Bond Acts of 2006, 2008 & 2012	Enacts the governor's proposal to issue general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects. (Introduced 1/10/06)	Suspended by Senate Transp & Housing and Env Quality Committees 1/19/06	Watch 03/08/06
		LCC-Watch	
<b>SB 1266 (Perata)</b> <i>Proposition 1B</i> Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	This bill, subject to voter approval at the November 7, 2006, statewide general election, would enact the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit & passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street & road improvement, congestion relief, and traffic safety.	<b>Enacted, Chapter 25, Statutes of 2006 5/16/06</b>	Support/ endorse 07/12/06

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State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
<b>SB 1611 (Simitian)</b> Congestion Management Fee: Vehicle Registration	Authorizes a congestion management agency, by a majority vote of the governing board, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee up to \$25 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. Definitions of "congestion mitigation" and "pollution prevention" were more narrowly focused in the amendment of 08/07/06, and the bill has not yet made it out of committee.	Amended 08-07-06 Held under submission by Assembly Appropriations Committee 08-17-06  <u>Support:</u> Alameda County Congestion Management Agency City of Oakland City/County Assoc. of Governments of San Mateo County Counties of Marin and Santa Clara Santa Clara Valley Transportation Authority Santa Clara Valley Water District	Support 07/12/06
<b>SB 1694 (Aanestad)</b> Federal Funds: Allocation to Counties	Requires that counties receive \$30 million or 15 percent of the discretionary portion of the Equity Bonus for the federal-aid secondary road system. (Amended 4/19/06)	Held in Com. and under submission 05/25/06.  CSAC-Support MTC-Oppose	None
<b>SB 1719 (Perata)</b> Proposition 42: Transportation Investment Fund	Provides for the distribution of funding from Proposition 42 after FY 2008-09, maintaining the existing 40/40/20 split between the State Transportation Improvement Program (STIP), local streets and roads, and the Public Transportation Account respectively. Requires cities and counties to spend at least what they were spending, on average, over the period 1996-1999.	Amended with new subject no longer relevant to STA 8/24/06	None

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State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
<b>SB 1812 (Runner)</b> Caltrans' participation in a federal surface transportation project delivery pilot program	Authorizes the State of California to consent to the jurisdiction of the federal courts with regard to the responsibilities assumed pursuant to the surface transportation project delivery pilot program authorized in the Safe Accountable, Flexible Efficient Transportation Equity Act (SAFETEA). This program allows the Secretary of the U.S. Department of Transportation to permit up to 5 states, including California, to participate in a program whereby the state assumes responsibility for assuring compliance with certain federal environmental laws, including the National Environmental Policy Act. Provides that the law shall expire in 2009 but that the state shall remain liable for any decisions made pursuant to the law prior to its repeal	Senate Appropriations Committee 5/25/06  CSAC-Support LCC-Support	Support 05/10/06
<b>SCA 7 (Torlakson) Proposition 1A</b> Proposition 42 Protection	Modifies the suspension provision in Proposition 42 to provide that the transfer of gasoline sales tax revenues to transportation may only be suspended twice in a decade, and that such a suspension must be repaid within three years with interest. A second suspension may not be made until the first one is repaid.	<b>Enacted, Chapter 49, Statutes of 2006</b>	Support/endorse 07/12/06
<b>SCR 123 (Florez)</b> Joint Legislative Committee on High-Speed Trains	Would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California.	To Assembly 8/22/06	Watch 07/12/06

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**California Legislature  
2005-06 Regular Session Calendar**

<p><b>January 2006</b> (Second year of 2-year legislative session)</p> <p>1 Statutes take effect  3 Legislature reconvenes  5 Governor's State of the State Address  10 Budget must be submitted by Governor  27 Last day to submit bill requests to Office of Legislative Counsel</p>	<p><b>July</b></p> <p>7 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p><b>February</b></p> <p>24 Last day to introduce bills</p>	<p><b>August</b></p> <p>7 Legislature reconvenes  18 Last day for <b>Fiscal</b> Committees to meet and report Senate bills to the Floor  21 Floor session only through August 31  25 Last day to amend bills on the Floor  31 Final recess begins at end of this day's session</p>
<p><b>April</b></p> <p>6 Spring Recess begins at the end of this day's session  17 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house  28 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor</p>	<p><b>September</b></p> <p>30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in his possession on or after September 1</p>
<p><b>May</b></p> <p>12 Last day for policy committees to meet and report non-fiscal bills introduced in their house to Floor  19 Last day for policy committees to meet prior to June 5  26 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house  26 Last day for Fiscal Committees to meet prior to June 5  30 Floor session only through June 5</p>	<p><b>October</b></p> <p>2 Bills enacted on or before this date take effect on June 1, 2007</p>
<p><b>June</b></p> <p>2 Last day for bills to be passed out of the house of origin  5 Committee meetings may resume  15 Budget Bill must be passed by midnight  29 Last day for a legislative measure to qualify for the general election (November 7) ballot  30 Last day for policy committees to meet and report bills</p>	<p><b>November</b></p> <p>30 2005-06 session adjourns at midnight</p> <p><b>December</b></p> <p>4 2007-08 Regular session convenes at midnight</p>

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## **IMPORTANT DATES OCCURRING DURING FINAL CALIFORNIA LEGISLATURE RECESS**

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### **2006**

- Sep. 30** — Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in his possession on or after Sept. 1 (Art. IV, Sec.10(b)(2)).
- Oct. 2** — Bills enacted on or before this date take effect January 1, 2007 (Art. IV, Sec. 8(c)).
- Nov. 7** — General Election.
- Nov. 30** — Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).
- Dec. 4** — 2007-08 Regular Session convenes for Organizational Session at 12 noon (Art. IV, Sec. 3(a)).

### **2007**

- Jan. 1** — Statutes take effect (Art. IV, Sec. 8(c)).

*(Dates based on usage and custom and SCR No. 1)*

**109th United States Congress  
2006 Session Calendar**

<p><b>January</b> 16 Senate and House recess for Martin Luther King, Jr. Day 31 Senate and House convene 31 State of the Union Address</p>	<p><b>July</b> 3-7 Independence Day District Work Period 11 Senate and House reconvene</p>
<p><b>February</b> 20 Presidents' Day 20-24 Presidents' Day Recess</p>	<p><b>August</b> 7-Sept 4 Summer District work period</p>
<p><b>March</b> 20-24 House and Senate not in session</p>	<p><b>September</b> 4 Labor Day 5 Senate and House reconvene</p>
<p><b>April</b> 2 House and Senate reconvene 10-21 Spring District Work Period</p>	<p><b>October</b> 6 Target Adjournment Date</p>
<p><b>May</b> 29- June 2 Memorial Day Recess/District Work Period</p>	<p><b>November</b> 7 Election Day 10 Veterans Day Holiday 23 Thanksgiving Holiday</p>
<p><b>June</b> 5 Senate and House reconvene</p>	<p><b>December</b> 16 Hanukkah 25 Christmas Holiday</p>

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SHAW/YODER, inc.  
LEGISLATIVE ADVOCACY

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September 30, 2006

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner  
Shaw / Yoder, Inc.

RE: LEGISLATIVE UPDATE

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Today is the last day of the 2005-06 legislative session the Governor has to sign or veto any bills moved to him late in this session.

We will be available at your October Board meeting to provide a final status report on all bills tracked by the STA this year.

**AB 2538 (Wolk) Signed Into Law!**

We are very pleased to report that, since our last update to you, **Governor Schwarzenegger signed into law your sponsored legislation, AB 2538 (Wolk)**. The bill is now officially chaptered by the Secretary of State, as Chapter 821, statutes of 2006.

This bill allows several regional transportation planning entities around the state to voluntarily increase the amount of their regional share funds from the State Transportation Improvement Program (STIP) used locally for planning, programming & monitoring (PPM) purposes. The increase is from a current level of 1% to up to 5%, and could mean an additional hundreds-of-thousands of dollars in PPM capacity for the Solano Transportation Authority. This is expected to expedite project delivery in the region, by facilitating the guidance of projects through the STIP process. The Governor acted on the bill on literally the last day he had to sign or veto any legislation, September 30<sup>th</sup>. We maintained contact with the Governor's Office during the month of September. While the Department of Finance ultimately opposed the bill, we ensured that the key policy deputies advising the Governor understood and supported the bill.

**Preparations for 2007**

We have been working with your staff and the staff of Assembly Member Lois Wolk to set up a meeting next month in the STA offices. The meeting will afford Assembly Member Wolk's new district office staff, as well as her transportation policy staff in the Sacramento office, a chance to review STA projects and priorities first-hand. Our firm's advocates will attend that meeting.

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To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update  
 Date: September 28, 2006

In September 2006, The Ferguson Group tracked transportation appropriations legislation and continued to lobby for STA's FY 2007 requests. We also continued preliminary work on the Board's annual lobbying trip to Washington, D.C. in 2007.

Congress is scheduled to adjourn this weekend and will be back on November 13 to finish work on FY 2007 appropriations legislation, including the Transportation appropriations bill. Congress is likely to pass only one appropriations bill (Defense) prior to October 1, the beginning of the federal fiscal year. Congress passed a continuing resolution earlier this week providing steady-state funding for federal agencies – including the Department of Transportation – until November 17, 2006.

Also, Mary Peters was nominated to replace Norman Mineta as Secretary of Transportation. While her confirmation hearings were uneventful, it has been reported that an unnamed Senator has put a "hold" on her confirmation. The "hold" could be resolved prior to this weekend.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	House bill includes \$1.75 million for project.  Final action after November 13.
Fairfield / Vacaville Intermodal Station	\$1.9 million	House bill includes \$850,000 for project.  Final action after November 13.
I-80/680 Interchange	\$6 million	No funding in House bill.  Final action after November 13.
Travis Access (Jepson)	\$3 million	No funding in House bill.  Final action after November 13.

## Solano Transportation Authority

### Draft 20072006 Legislative Priorities and Platform

(Adopted by STA Board 12/14/05)

#### LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County, ~~such as SB 1024, Seismic Retrofit Bond Act.~~
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. I-80/I-680/SR 12 Interchange\*
    - ~~I 80 HOV Lane~~
    - North Connector
    - Cordelia Truck Scales
  - b. Jepson Parkway Project\*
  - c. Vallejo Intermodal Station\*
  - d. Vallejo Baylink Ferry Service
  - e. Fairfield/Vacaville Intermodal Station\*
  - f. Capitol Corridor Rail Service and track improvements throughout Solano County
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge or modify **Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG)** governing boards and their respective responsibilities.
- ~~6. Monitor and support legislation increasing the percentage of STIP funds from 1% to 5% to be used for project development activities associated with Planning, Programming and Monitoring (PPM).~~
- ~~7.6. Monitor any new the progress of the \$3 bridge toll proposals, support the implementation of Regional Measure 2 (RM 2) funded projects, and monitor RM 2 clean-up legislation to ensure Solano County's priorities and representation are maintained, including use of funding for HOV lanes on I 80 from Al Zampa Bridge to I 780, the Benicia Intermodal Station pertaining to CCJPB Intercity rail service and regional rail.~~
- ~~8.7. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.~~
- ~~9.8. Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).~~

\* *Federal Priority Projects*

## 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

### *I. Air Quality*

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

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

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

## 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

4. Support legislation confirming in the **California** Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
5. Support legislation that increases employers' opportunities to offer commute incentives and their value.

### III. Congestion Management

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

### IV. Employee Relations

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

### V. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 45140 of 1997 (**Chapter 622**) reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.

## 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

6. Advocate for primacy of general transportation infrastructure funding over new high-speed rail project and new regionally sponsored ferry services through the Bay Area Water Transit ~~Ferry~~ Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support ongoing efforts to protect and enhance federal funding- **as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users** (~~provided by SAFETEA-LU~~), and to ensure that the federal government provides a fair share return of funding to California.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, ~~the Petroleum Violation Escrow Account (PVEA)~~, State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
16. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

## 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

### VI. Liability

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

### VII. Paratransit

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

### VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### IX. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance ~~with funds to be apportioned to member agencies.~~
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

## 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed ~~\$10 billion~~ High Speed Rail Bond scheduled for the November ~~2008~~2006 ballot.

### X. Ferry

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3<sup>rd</sup> Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

### XI. Safety

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

### XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

## 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. — ~~Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.~~
7. — In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.

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## OFFICIAL TITLE AND SUMMARY ★ ★ ★

Prepared by the Attorney General

**GOVERNMENT ACQUISITION, REGULATION OF PRIVATE PROPERTY. INITIATIVE CONSTITUTIONAL AMENDMENT.**

- Bars state and local governments from condemning or damaging private property to promote other private projects or uses.
- Limits government's authority to adopt certain land use, housing, consumer, environmental and workplace laws and regulations, except when necessary to preserve public health or safety.
- Voids unpublished eminent domain court decisions.
- Defines "just compensation."
- Government must occupy condemned property or lease property for public use.
- Condemned private property must be offered for resale to prior owner or owner's heir at current fair market value if government abandons condemnation's objective.
- Exempts certain governmental actions.

**Summary of Legislative Analyst's Estimate of Net State and Local Government Fiscal Impact:**

- Increased annual state and local government costs to pay property owners for (1) losses to their property associated with certain new laws and rules, and (2) property acquisitions. The amount of such costs is unknown, but potentially significant on a statewide basis.

## ANALYSIS BY THE LEGISLATIVE ANALYST

**SUMMARY**

This measure amends the California Constitution to:

- Require government to pay property owners for substantial economic losses resulting from some new laws and rules.
- Limit government authority to take ownership of private property.

This measure applies to all types of private property, including homes, buildings, land, cars, and "intangible" property (such as ownership of a business or patent). The measure's requirements apply to all state and local governmental agencies.

**PAYING PROPERTY OWNERS FOR ECONOMIC LOSSES**

State and local governments pass laws and other rules to benefit the overall public health, safety, or welfare of the community, including its long-term economy. (In this analysis, we use the term "laws and rules" to

cover a variety of government requirements, including statutes, ordinances, and regulations.)

In some cases, government requirements can reduce the value of private property. This can be the case, for example, with laws and rules that (1) limit development on a homeowner's property, (2) require industries to change their operations to reduce pollution, or (3) restrict apartment rents.

**PROPOSAL**

This measure requires government to pay property owners if it passes certain new laws or rules that result in substantial economic losses to their property. Below, we discuss the types of laws and rules that would be exempt from the measure's requirements and those that might require government compensation.

**What Laws and Rules *Would Not* Require Compensation?**

All *existing* laws and rules would be exempt from the measure's compensation requirement. New laws

★ ★ ★ ANALYSIS BY THE LEGISLATIVE ANALYST (CONTINUED)

and rules also would be exempt from this requirement if government enacted them: (1) to protect public health and safety, (2) under a declared state of emergency, or (3) as part of rate regulation by the California Public Utilities Commission.

**What Laws and Rules *Could* Require Compensation?**

While the terms of the measure are not clear, the measure provides three examples of the types of new laws and rules that could require compensation. These examples relate to land use and development and are summarized below.

- ***Downzoning Property.*** This term refers to decisions by government to reduce the amount of development permitted on a parcel. For example, a government action to allow construction of three homes on an acre where five homes previously had been permitted commonly is called “downzoning.”
- ***Limitations on the Use of Private Air Space.*** This term generally refers to actions by government that limit the height of a building. For example, a government rule limiting how tall a building may be to preserve views or maintain historical character often is called a limitation of “air space.”
- ***Eliminating Any Access to Private Property.*** This term could include actions such as closing the only public road leading to a parcel.

In addition to the examples cited above, the broad language of the measure suggests that its provisions could apply to a variety of future governmental requirements that impose economic losses on property owners. These laws and rules could include requirements relating, for example, to employment conditions, apartment prices, endangered species, historical preservation, and consumer financial protection.

**Would Government Pay Property Owners for All Losses?**

Under current law and court rulings, government usually is required to compensate property owners for losses resulting from laws or rules if government’s action deprives the owners of virtually all beneficial use of the property.

This measure specifies that government must pay property owners if a new law or rule imposes “substantial economic losses” on the owners. While the measure does not define this term, dictionaries define “substantial” to be a level that is fairly large or considerable. Thus, the measure appears to require government to pay property owners for the costs of many more laws and rules than it does today, but would not require government to pay for smaller (or less than substantial) losses.

**EFFECTS ON STATE AND LOCAL GOVERNMENTS**

The measure’s provisions regarding economic losses could have a major effect on future state and local government policymaking and costs. The amount and nature of these effects, however, is difficult to determine as it would depend on how the courts interpreted the measure’s provisions and how the Legislature implemented it. Most notably:

- ***How Many Laws and Rules Would Be Exempt From the Requirement That Government Pay Property Owners for Losses?*** The measure does not require government to compensate property owners under certain circumstances (such as actions to protect public health and safety). If these exemptions were interpreted broadly (rather than narrowly), fewer new laws and rules could require compensation.
- ***How Big Is a Substantial Economic Loss?*** If relatively small losses (say, less than a 10 percent reduction in fair market value) to a property owner required compensation, government could be required to pay many property owners for costs resulting from new laws and rules. On the other hand, if courts ruled that a loss must exceed 50 percent of fair market value to be a substantial economic loss, government would be required to pay fewer property owners.

Under the measure, state and local governments probably would modify their policymaking practices to try to avoid the costs of compensating property owners for losses. In some cases, government might decide not to create laws and rules because of these costs. In other cases, government might take alternative approaches to achieving its goals. For example, government could:

# PROP 90 GOVERNMENT ACQUISITION, REGULATION OF PRIVATE PROPERTY. INITIATIVE CONSTITUTIONAL AMENDMENT.

## ANALYSIS BY THE LEGISLATIVE ANALYST (CONTINUED)

- Give property owners incentives to voluntarily carry out public objectives.
- Reduce the scope of government requirements so that any property owners' losses were not substantial.
- Link the new law or rule directly to a public health and safety (or other exempt) purpose.
- Restricting the purposes for which government may take property.
- Increasing the amount that government must pay property owners.
- Requiring government to sell property back to its original owners under certain circumstances.

There probably would be many cases, however, where government would incur additional costs as a result of the measure. These would include situations where government anticipated costs to compensate property owners at the time it passed a law—as well as cases when government did not expect to incur these costs. The total amount of these payments by government to property owners cannot be determined, but could be significant on a statewide basis.

### LIMITING GOVERNMENT AUTHORITY TO TAKE PROPERTY

Eminent domain (also called “condemnation”) is the power of local, state, and federal governments to take private property for a public use so long as government compensates the property owner. (In some cases, government has given the power of eminent domain to private entities, including telephone and energy companies and nonprofit hospitals. In this analysis, these private entities are included within the meaning of “government.”)

Over the years, government has taken private property to build roads, schools, parks, and other public facilities. In addition to these uses of eminent domain, government also has taken property for public purposes that do not include construction of public facilities. For example, government has taken property to: help develop higher value businesses in an area, correct environmental problems, enhance tax revenues, and address “public nuisances” (such as hazardous buildings, blight, and criminal activity).

Below, we discuss the major changes proposed by the measure, beginning with the situations under which government could—and could not—take property.

### Under What Circumstance Could Government Take Property?

Under the measure, government could take private property to build public roads, schools, parks, and other government-owned public facilities. Government also could take property and lease it to a private entity to provide a public service (such as the construction and operation of a toll road). If a public nuisance existed on a specific parcel of land, government could take that parcel to correct the public nuisance. Finally, government could take property as needed to respond to a declared state of emergency.

### What Property Takings Would Be Prohibited?

Before taking property, the measure requires government to state a “public use” for the property. The measure narrows the definition of public use in a way that generally would prevent government from taking a property:

- **To Transfer It to Private Use.** The measure specifies that government must maintain ownership of the property and use it only for the public use it specified when it took the property.
- **To Address a Public Nuisance, Unless the Public Nuisance Existed on That Particular Property.** For example, government could not take *all* the parcels in a run-down area unless it showed that each and every parcel was blighted.
- **As Part of a Plan to Change the Type of Businesses in an Area or Increase Tax Revenues.** For example, government could not take property to promote development of a new retail or tourist destination area.

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### PROPOSAL

This measure makes significant changes to government authority to take property, including:

★ ★ ★ ANALYSIS BY THE LEGISLATIVE ANALYST (CONTINUED)

In any legal challenge regarding a property taking, government would be required to prove to a jury that the taking is for a public use as defined by this measure. In addition, courts could not hold property owners liable to pay government's attorney fees or other legal costs if the property owner loses a legal challenge.

**How Much Would Government Have to Pay Property Owners?**

Current law requires government to pay "just compensation" to the owner before taking property. Just compensation includes money to reimburse the owner for the property's "fair market value" (what the property and its improvements would sell for on an open market), plus any reduction in the value of remaining portions of the parcel that government did not take. State law also requires government to compensate property owners and renters for moving costs and some business costs and losses.

The measure appears to increase the amount of money government must pay when it takes property. Under the measure, for example, government would be required to pay more than a property's fair market value if a greater sum were necessary to place the property owner "in the same position monetarily" as if the property had never been taken. The measure also appears to make property owners eligible for reimbursement for a wider range of costs and expenses associated with the property taking than is currently the case.

**When Would Government Sell Properties to Former Owners?**

If government stopped using property for the purpose it stated at the time it took the property, the former owner of the property (or an heir) would have the right to buy back the property. The property would be assessed for property tax purposes as if the former owner had owned the property continuously.

**EFFECTS ON STATE AND LOCAL GOVERNMENTS**

Government buys many hundreds of millions of dollars of property from private owners annually.

Relatively few properties are acquired using government's eminent domain power. Instead, government buys most of this property from *willing* sellers. (Property owners often are aware, however, that government could take the property by eminent domain if they did not negotiate a mutually agreeable sale.)

A substantial amount of the property that government acquires is used for roads, schools, or other purposes that meet the public use requirements of this measure—or is acquired to address specific public nuisances. In these cases, the measure would not reduce government's authority to take property. The measure, however, likely would increase somewhat the amount that government must pay property owners to take their property. In addition, the measure could result in willing sellers increasing their asking prices. (This is because sellers could demand the amount that they would have received if the property were taken by eminent domain.) The resulting increase in government's costs to acquire property cannot be determined, but could be significant.

The rest of the property government acquires is used for purposes that do not meet the requirements of this measure. In these cases, government could not use eminent domain and could acquire property only by negotiating with property owners on a voluntary basis. If property owners demanded selling prices that were more than the amount government previously would have paid, government's spending to acquire property would increase. Alternatively, if property owners did not wish to sell their property and no other suitable property was available for government to purchase, government's spending to acquire property would decrease.

Overall, the net impact of the limits on government's authority to take property is unknown. We estimate, however, that it is likely to result in significant net costs on a statewide basis.

PROP 90 GOVERNMENT ACQUISITION, REGULATION OF PRIVATE PROPERTY.  
INITIATIVE CONSTITUTIONAL AMENDMENT. ★ ★ ★

ARGUMENT IN FAVOR OF PROPOSITION 90

*Proposition 90 stops eminent domain abuse!*

Local governments can take homes, businesses, and churches through unfair use of eminent domain. They can also take away your property value with the stroke of a pen.

We are three average Californians, and it happened to us.

Local governments unfairly tried to take our property away from us and turn it over to developers to build condos, hotels, and other commercial projects.

Why? Because these developers are politically connected, and their projects will generate more tax revenue for local governments.

*If government can take our property, it can take yours too.*

- Manuel Romero had eminent domain used against his family restaurant so that a Mercedes-Benz dealership next door could use the space for a parking lot.
- Bob Blue had eminent domain used against his small luggage store—in his family for almost sixty years—so that a luxury hotel could be built.
- Pastor Roem Agustin had his church threatened with condemnation so that a developer could build condominiums.

It's wrong for senior citizens, small business owners, or anyone who can't fight back to be forced to give up their property so wealthy developers can build giant retail stores, shopping malls, and upscale housing developments.

*Government can also take property without compensating property owners.*

When governments pass regulations that reduce the value of your property, it's called regulatory taking. When this happens you should be compensated by the government for your lost value.

Government should not be able to take your home—outright or through regulations that reduce the value of your property—without it being for a legitimate PUBLIC use and without paying for what it takes.

That's simple fairness.

*That's why California needs Proposition 90, the Protect Our Homes Act.*

Proposition 90 will:

- restore homeowners' rights that were gutted last year by the Supreme Court's outrageous *Kelo* decision. That ruling allows eminent domain to be used to take homes and businesses and turn them over to private developers.
- return eminent domain to legitimate public uses, such as building roads, schools, firehouses, and other needs that serve the public and not the financial interests of the government and powerful developers.
- restrict government's ability to take away people's use of their property without compensating them.

*Those who benefit financially from the status quo are spending millions to mislead voters and claim the sky is falling.*

Opponents are engaging in scare tactics in order to divert attention from their REAL MOTIVE—maintaining the status quo so they can continue to profit from taking our private property.

For example, opponents falsely claim that the measure will hurt the enforcement of environmental regulations. But all existing California environmental laws and regulations are expressly protected.

The Protect Our Homes Act protects *all of us*—and helps families for future generations—while stopping government from taking your property simply to boost tax revenue.

*Save our homes and businesses.*

Please vote YES on Proposition 90.

For more information, visit [www.protectourhomes2006.com](http://www.protectourhomes2006.com).

**MANUEL ROMERO**, Eminent Domain Abuse Victim

**BOB BLUE**, Eminent Domain Abuse Victim

**PASTOR ROEM AGUSTIN**, Eminent Domain Abuse Victim

REBUTTAL TO ARGUMENT IN FAVOR OF PROPOSITION 90

Of course we can all agree that Californians deserve protection from eminent domain abuse. And, if Prop. 90 was a well-designed reform of eminent domain, many thoughtful Californians would support it.

However, the out-of-state drafter of Prop. 90 is attempting a bait and switch on voters. This poorly-written proposition is loaded with unrelated and far-reaching provisions that will harm, not protect, homeowners and be very expensive for all California taxpayers.

We can't afford to be misled.

The hidden provisions in Prop. 90 create a new category of lawsuits that allow wealthy landowners and corporations to sue for huge new payouts. These lawsuits and payouts would cost California taxpayers billions of dollars every year.

That's why groups representing taxpayers, homeowners, businesses, police and fire, environmentalists, and farmers all urge you to Vote NO on 90.

THE LEAGUE OF WOMEN VOTERS OF CALIFORNIA says: "*Prop. 90 would fundamentally change our system of*

*representative democracy and put the interests of a few above the well-being of ALL Californians.*"

Prop. 90 is anti-taxpayer and anti-homeowner.

That's why THE LEAGUE OF CALIFORNIA HOMEOWNERS OPPOSES PROP. 90 and says: "*Prop. 90 is a trap that actually hurts homeowners. It would cost taxpayers billions and erode basic laws that protect our communities, our neighborhoods, and the value of our homes.*"

Say NO to the Taxpayer TRAP. Vote NO on 90.

[www.NoProp90.com](http://www.NoProp90.com)

**KENNETH W. WILLIS**, President  
League of California Homeowners

**CHIEF MICHAEL L. WARREN**, President  
California Fire Chiefs Association

**JACQUELINE JACOBBERGER**, President  
League of Women Voters of California

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GOVERNMENT ACQUISITION, REGULATION OF PRIVATE PROPERTY. PROP  
★ ★ ★ INITIATIVE CONSTITUTIONAL AMENDMENT. 90

ARGUMENT AGAINST PROPOSITION 90

The handful of wealthy landowners that paid to put Prop. 90 on the ballot are trying a classic bait and switch on California voters.

They want you to believe Prop. 90 is about eminent domain. That's the bait. But, hidden in the fine print of the measure is the trap—a far-reaching section unrelated to eminent domain that would lead to huge new costs for *all California taxpayers*.

Prop. 90 would change California's constitution to enable large landowners and corporations to demand huge payouts from state and local taxpayers just by *claiming* a law has harmed the value of their property or business—no matter how important the law may be or far-fetched the claim.

According to William G. Hamm, formerly California's nonpartisan legislative analyst, "PROP. 90 could require BILLIONS OF DOLLARS IN NEW TAXPAYER COSTS EACH YEAR, if communities and the state continue to pass or enforce basic laws to protect neighborhoods, limit unwanted development, protect the environment, restrict unsavory businesses, and protect consumers."

With no limit on the total costs, Prop. 90 traps taxpayers into signing a *blank check*. We all pay, while large landowners and corporations reap windfall payouts.

Here's an example of how the "taxpayer trap" works:

If local voters pass a measure to limit a new development to 500 houses—instead of 2,000 houses that a developer *wants* to build—under Prop. 90, the developer could demand a payment for the value of the remaining 1,500 houses. Even if local community services and infrastructure would be strained by the larger development, Prop. 90 would put taxpayers at risk for payment.

Prop. 90 is not just limited to land-use laws. Read the official analysis. Statewide consumer protection laws, restrictions on telemarketing, and worker protections would all trigger new demands for payouts.

As a result, Prop. 90 would lead to thousands of expensive lawsuits that would tie up our courts and result in added bureaucracy and red tape.

The cost of these lawsuits and payouts would rob local communities of billions of dollars in limited resources that fund fire and police protection, paramedic response, schools, traffic congestion relief, and other vital services. That's why the CALIFORNIA FIRE CHIEFS ASSOCIATION, CALIFORNIA POLICE CHIEFS ASSOCIATION, and CALIFORNIA SCHOOL BOARDS ASSOCIATION oppose Prop. 90.

PROP. 90 *would trap taxpayers in a LOSE-LOSE situation*. If communities act to protect their quality of life, taxpayers could be forced to make huge payouts. Or, if communities couldn't afford the payouts, basic quality-of-life protections simply couldn't be enacted. That's why conservation groups, including the CALIFORNIA LEAGUE OF CONSERVATION VOTERS and the PLANNING AND CONSERVATION LEAGUE, warn the measure would drastically limit our ability to protect California's coastline, open spaces, farmland, air and water quality.

For more information on Prop. 90, visit [www.NoProp90.com](http://www.NoProp90.com).

When you vote, please join groups representing California taxpayers, firefighters, law enforcement officers, educators, small businesses, land conservationists, the environment, and homeowners.

Say NO to the TAXPAYER TRAP. Vote NO on PROPOSITION 90.

**CHIEF MICHAEL L. WARREN**, President  
California Fire Chiefs Association

**CHIEF STEVE KRULL**, President  
California Police Chiefs Association

**EDWARD THOMPSON, JR.**, California Director  
American Farmland Trust

REBUTTAL TO ARGUMENT AGAINST PROPOSITION 90

**DON'T BE FOOLED BY SPECIAL INTERESTS!!!**

Proposition 90 protects our fundamental right to own—and keep—our homes and private property. It's called the "AMERICAN DREAM," and government should not be in the business of destroying it.

Proposition 90 fixes the Supreme Court's outrageous *Kelo* decision.

Opponents—those who profit most from abusing eminent domain and taking private property—are shamelessly trying to mislead you and distort what Proposition 90 does.

Opponents say read the fine print. WE AGREE. You'll see:

Proposition 90 MAINTAINS EVERY current state and local environmental, consumer protection, and public safety law and regulation. Read Section 6, which states, "the provisions added to this section shall not apply to any statute, charter provision, ordinance, resolution, law, rule or regulation in effect on the date of enactment."

Proposition 90 HAS NOTHING TO DO with funding for police or firefighters.

The public health and safety are PROTECTED. The Legislature can enact ANY NEW LAW to ensure public health and safety.

Proposition 90 protects YOU from politicians who reward their campaign contributors by taking your private property and giving it to someone else.

The REAL opponents of Proposition 90 are those who profit by TAKING OUR HOMES AND SMALL BUSINESSES—greedy government bureaucrats who want higher taxes and mega-developer campaign contributors who make millions using agricultural land, residential neighborhoods, businesses, and churches seized through eminent domain to develop strip malls and other projects. IF THEY WIN, WE LOSE.

PROTECT OUR HOMES: VOTE YES ON 90.

**MIMI WALTERS**, Honorary Chair  
California Protect Our Homes Coalition

**MARTYN B. HOPPER**, California Director  
National Federation of Independent Business (NFIB)

**JOHN M. REVELLI**, Eminent Domain Abuse Victim

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DATE: October 2, 2006  
TO: STA Board  
FROM: Sam Shelton, Planning Assistant  
RE: Local Projects 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 notifies the TAC about upcoming project delivery deadlines.

**Discussion:**

There are three project delivery announcements and reminders for the TAC:

1. Transportation Improvement Plan (TIP) Amendment Deadlines
2. State Transportation Improvement Plan (STIP) Project Delivery Update
3. Federal Inactive Obligations List

1) Transportation Improvement Plan (TIP) Amendment Deadlines

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, such as a review for impacts on air quality.

There are three types of TIP amendments:

- Administrative (twice a month)
  - Minor data entry errors
  - Changes to fund source
  - Changes in fiscal year of an existing phase
  - Addition or removal of obligated or grant awarded funding
- Minor (Monthly)
  - Slight changes to the project description
  - Addition/changes to phases, if construction is phase is already listed
  - Changes to total project funding limited to 20% of the project cost or \$2 million
- Major (every 3 months)
  - Anything not covered by an administrative or minor amendment.

Project sponsors can create TIP amendment submittals for STA review on MTC's WebFMS website: <http://webfms.mtc.ca.gov/webfms/home>. If you have not used WebFMS before to create project information, please contact Sam Shelton at 424-6075.

The MTC deadline for the next minor TIP amendment is October 6, 2006. **Project sponsors will need to create TIP amendment submittals on WebFMS for STA staff review by October 2, 2006.** The MTC deadlines for the next major TIP amendments are November 1, 2006 and January 2, 2007. Please contact Sam Shelton if you plan to make Major TIP amendments.

2) State Transportation Improvement Plan (STIP) Project Delivery Update

Kenneth Kao discussed “STIP Project Delivery” to the Corridor Finance Working Group Meeting on September 18, 2006. The City of Benicia failed to obligate funding in the last STIP funding cycle for the environmental phase of the Benicia Intermodal Transportation Center. This funding will be reallocated to Solano County projects in the 2008 STIP.

3) Federal Inactive Obligations List

On August 16th, Caltrans notified the STA that the June 2006 Inactive Obligations review has started; however, there are no new inactive projects within Solano County listed. Six Solano County projects were carried over from the March 2006 review to the September 2006 review: City of Benicia’s four projects, Suisun City’s Striping for Bike Lanes Project, and Vallejo’s Median Island And Striping on Admiral Callaghan Lane. STA Staff has verified that the FHWA required actions for these inactive projects were completed.

According to MTC resolution 3606, to avoid punitive actions from MTC regarding the programming of any additional funding, project sponsors must keep their projects off the inactive obligations list. To help agencies keep their projects off the list, a “6-month Look Ahead” report is provided on Caltran’s website here:

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

**These projects will become inactive by the next inactive obligations review in March 2007.** The following projects are part of the “6-month look Ahead” reports:

Sponsor	Project	Unexpended Funds	Date Obligated	Date Invoiced
City of Suisun City	Driftwood Dr. Frm. Main St. To Civic Center, Pedestrian Walkway	\$310,162.00	6/29/2005	N/A
City of Vacaville	I 80/Leisure Town Rd. I/C And, Reconstruct I/C And Rdwy Widening	\$3,894,246.42	2/12/2002	7/29/2005
City of Vallejo	Wilson Avenue From Hichborn Dr. To Sr37, Roadway Widening & Improvements.	\$703,628.00	5/30/2002	N/A
	Georgia St. From Santa Clara To Mare Island, Street Extension And Streetscape	\$125,651.24		8/31/2004

**Recommendation:**  
Informational.



DATE: October 2, 2006  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement

**Background:**

In Fiscal Year (FY) 2005-06, the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano County intercity transit routes. All Solano County intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) Working Group was formed by representatives from each city and the county to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, three principles were developed and approved by the STA Board. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

The Intercity Transit Funding Agreement was secured for only one year. Of the three principles approved by the STA Board, the long-term cost-sharing needs to be addressed in FY 2006-07. To secure a longer-term agreement, there was concurrence that additional data needed to be collected to address several concerns that came up during the development of the first Intercity Transit Funding Agreement.

The two primary sets of data that need to be collected are ridership and financial. Ridership data needs to be collected on at least two levels. All routes (local and intercity) need to have comprehensive stop-by-stop ridership counts (on/off) collected at the same time. This data will capture a complete picture of where the ridership is and how it compares across routes and systems. Route level passenger performance, actual boardings by jurisdiction and relative boardings by jurisdiction can be determined. In addition, an on-board survey will need to be conducted to collect passenger residence, ultimate destination, access to transit data, and other information. This will offer more information that could potentially be used for cost-sharing factors in a long-term intercity cost-sharing methodology. The target timeframe to collect this data is late October/early November 2006. Collection of the data at this time will provide time for ridership to

settle after several fare and service changes throughout the county are implemented while allowing time to compile the data early enough in the fiscal year so that there is time to use it in the development of a new intercity transit route cost-sharing methodology.

The second study that needs to be completed is a Countywide Transit Finance Assessment Study. Throughout the development of the FY 2006-07 Intercity Transit Funding Agreement, there were a number of issues raised related to costs of routes: how costs are allocated among routes, how costs are allocated between local vs. intercity routes. These are:

1. How costs are allocated among routes
2. How costs are allocated between local vs. intercity routes
3. How overhead rates are applied
4. What costs should be included

This study would provide a third-party review of these and other financial issues to increase the level of understanding and confidence of costs among intercity transit funding partners. Completing this study early in the fiscal year is critical so that the results are available before determining the cost-sharing methodology for FY 2007-08.

**Discussion:**

Staff has been actively working on securing consultants to complete these studies.

The Request for Proposals (RFP) for the Countywide Transit Ridership Survey was released August 1, 2006. Proposals were originally due August 28<sup>th</sup>, but through an addendum this was extended to September 5<sup>th</sup>. Five proposals were received and interviews were held September 12<sup>th</sup>. The interview panel included STA and three transit operators' staff. The recommendation was unanimous and Quantum Marketing Research (QMR) was selected. An initial meeting with the consultant has been held and work is underway to be prepared to survey at the end of October and the beginning of November.

The RFP for the Transit Finance Assessment Study was released the week of August 21, 2006. Proposals were due September 28, 2006. Consultant interviews are scheduled for October 10<sup>th</sup> with selection expected soon after.

Both these projects are on schedule.

**Fiscal Impact:**

These studies will be funded with the State Transit Assistance Funds (STAF). These two studies were included in the list of projects the STA Board approved in June 2006 and amended in September 2006 to be funded with FY 2006-07 Northern Counties STAF.

**Recommendation:**

Informational.



DATE: October 2, 2006  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Status Report State Route (SR) 113 Corridor Study

**Background:**

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC) was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for State Route (SR) 113. The study will allow the STA to form a partnership with Caltrans, Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo Transportation District, Yolo County Public Works Department, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

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

MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500). STA is contributing 1/3 of this required local match with Transportation Development Act (TDA) funds.

**Discussion:**

STA staff is working with MTC to kick off the study either by late October 2006 or early November 2006. MTC is officially the project lead and needs to include this project in their Overall Work Program (OWP). MTC staff expects this to occur in early October and has drafted an inter-agency agreement between MTC and STA. STA's legal counsel has reviewed the draft and has already provided comments. Caltrans staff has also reviewed the draft agreement and provided comments. At this point we are waiting for the OWP to be officially approved by MTC before we can proceed on the project.

In preparation for the project kick off, STA staff prepared a Draft Request for Proposals (RFP) for the project. The Draft RFP reviewed and commented on by staff from MTC, the County of Solano, the City of Dixon, and Caltrans. STA staff incorporated their comments and distributed the RFP on Monday, October 2, 2006 with a deadline for RFP submittals set for October 31, 2006.

Lastly, the STA, the City of Dixon, and the County of Solano have agreed to split the local match required for the grant. At this time, STA legal counsel is working to develop a funding contract to formalize this agreement.

**Fiscal Impact:**

STA is providing a local match of \$20,833 from Fiscal Year 2006-07 TDA funds. The balance of the project cost will be provided through Caltrans Partnership Planning Grant (\$250,000), the City of Dixon (\$20,833) and Solano County (\$20,833).

**Recommendation:**

Informational.



DATE: September 18, 2006  
TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager  
RE: Safe Routes to Schools (SR2S) Update

**Background:**

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

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.

**Phase 1 Status:**

The STA has provided presentations to all city councils and school boards, and the County Board of Supervisors. Follow up letters were sent asking for school board and city council appointments to their local SR2S Community Task Force to participate in the Phase 2 of the SR2S public input process.

**Discussion:**

On September 13, 2006, STA Board adopted the SR2S Phase 2 Public Input Process and Materials, giving community task forces the tools to begin their walking audits and committee meetings. These materials and additional information will be available on the STA's website. Information about applying for SR2S committees will also be available. Below is the status of SR2S Community Taskforce appointments:

City of Benicia: Taskforce completed using a combination of existing committees  
City of Dixon: Begun advertising for city council appointments  
City of Fairfield: Wanona Ireland appointed by Travis USD  
City of Vacaville: Larry Mazzuca appointed by Vacaville USD

**Recommendation:**

Informational.

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DATE: October 2, 2006  
 TO: STA Board  
 FROM: Susan Furtado, Financial Analyst/Accountant  
 RE: Abandoned Vehicle Abatement (AVA) Annual Report  
 Fiscal Year (FY) 2005-06

**Background:**

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

**Discussion:**

In FY 2005-06, STA was allocated \$363,718.44 in AVA funds. Subsequently, STA disbursed these funds plus interest earned (\$2,922.36) throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the six cities and County of Solano who participate in the AVA Program. STA retained \$11,000 (3%) of the funding received for FY 2005-06 for administrative costs. STA staff has submitted the required annual report to the State Controller's Office for the AVA Program.

The following is a matrix summarizing FY 2005-06 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	Number of Abated Vehicles	Reimbursed Amount
City of Benicia	27	\$11,744.34
City of Dixon	628	\$8,359.95
City of Fairfield	640	\$52,085.54
City of Rio Vista	0	0
City of Suisun City	370	\$42,138.53
City of Vacaville	295	\$63,666.47
City of Vallejo	655	\$103,217.62
Solano County Unincorporated area	808	\$74,428.35
<b>Total</b>	<b>3,423</b>	<b>\$355,640.80</b>

Note: Rio Vista is not currently a member of the county vehicle abatement program

**Fiscal Impact:**

None

**Recommendation:**

Informational.

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DATE: October 2, 2006  
 TO: STA Board  
 FROM: Sam Shelton, Assistant Project Manager  
 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
Caltrans Transportation Planning Grant – Environmental Justice / Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	<b>Due October 13, 2006</b>
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Brian Davis, Caltrans, (916) 653-9666	<b>Due October 13, 2006</b>
Caltrans Transportation Planning Grant – FTA 5305 Transit Planning	Garth Hopkins, Caltrans, (916) 654-8175	<b>Notice of Intent to MTC Sept 13, 2006 App Review to MTC Sept 29, 2006 Due to Caltrans October 13, 2006</b>
Caltrans Transportation Planning Grant – Partnership Planning	Garth Hopkins, Caltrans, (916) 654-8175	<b>Due October 13, 2006</b>
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	<b>Due October 30, 2006</b>



**FUNDING OPPORTUNITY**  
**Caltrans Transportation Planning Grant**  
**Environmental Justice: Context-Sensitive Planning for Communities**  
**Due October 13, 2006**

TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager

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

Eligible Project Sponsors: Applicants: Cities, counties, transit districts and Native American Tribal Governments.  
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

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

Funding Available: \$1.5 million from the State Highway Account for FY 05/06. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Identify and involve under-represented groups in planning and project development.
  - Planning and Safety improvements for pedestrians and bicycles
    - (Fruitvale Alive!/City of Oakland - \$170,100, FY 03/04)
  - Developing Guidelines and supporting information for EJ element of a General Plan
    - (South Sacramento Community Plan Update - \$237,960, FY 03/04)
  - Transportation Projects in underdeveloped rural agricultural areas
    - (Le Grand, Circulation Plan - \$68,400, FY 03/04)
  - Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development
    - (Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06)

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

Program Contact: Norman Dong, Caltrans, [Norman\\_dong@dot.ca.gov](mailto:Norman_dong@dot.ca.gov) (916) 651-6889

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



**FUNDING OPPORTUNITY**  
**Caltrans Transportation Planning Grant**  
**Community-Based Transportation Planning**  
**Due October 13, 2006**

**TO:** STA Board  
**FROM:** Sam Shelton, Assistant Project Manager

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

- Eligible Project Sponsors:** Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.
- Program Description:** Funds transportation and land use planning that promote public participation and support livable community concepts.
- Funding Available:** \$1.5 million from the State Highway Account for FY 05/06. Maximum grant amount is \$250,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.
- Eligible Projects:**
- Long-term sustainable community/economic development growth studies or plans
  - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
  - Community to school linkage studies or plans
  - Jobs and affordable housing proximity studies or plans
  - Transit Oriented/Adjacent Development or “transit village” studies or plans
  - Community transit facility/infrastructure studies or plans
  - Mixed-land use development studies or plans
  - Form-based or smart code development
  - Context sensitive streetscapes or town center studies or plans
  - Grid street system studies or plans
  - Community revitalization studies or plans
  - Context sensitive community development planning
  - Studies for community-friendly goods movement transportation corridors, ports, and airports

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

**Program Contact:** Brian Travis, [Brian\\_Travis@dot.ca.gov](mailto:Brian_Travis@dot.ca.gov), (916) 653-9966

**STA Contact Person:** Sam Shelton, Assistant Project Manager, (707) 424-6075



**FUNDING OPPORTUNITY**

**Caltrans Transportation Planning Grant  
FTA 5305 Transit Planning**

Notice of Intent due to MTC by September 13, 2006  
Applications for review by MTC need by September 29, 2006  
Complete applications due to Caltrans on October 13, 2006

TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager

This summary of the Caltrans Transportation Planning Grant, FTA 5305 Transit Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

**Program Description:**  
*Statewide Transit Planning Studies:* Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.  
*Transit Technical Planning Assistance:* Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).  
*Transit Professionals Development:* Fund training and development of transit planning professionals and students.

**Funding Available:** 11.47% non-Federal funds or in-kind local match required for all grants.  
\$1.850 million from FTA Section 5305 for FY 07/08 (with last cycle examples):  
*Statewide Transit Planning Studies:* \$1,200,000 available with a grant cap of \$300,000. (Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County, \$84,100)  
*Transit Technical Planning Assistance:* \$900,000 available with a grant cap of \$100,000. (Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency, \$13,280)  
*Transit Professionals Development:* \$200,000 available with a grant cap of \$50,000. (Professional Development and Transit Internships, Yolo County Transportation District, \$46,478).

**Eligible Projects:**  
*Statewide Transit Planning Studies:* GIS development, transit oriented development studies, transit planning and development tools and models.  
*Transit Technical Planning Assistance:* Short-range transit development plans, ridership surveys, and transit coordination studies.  
*Transit Professionals Development:* Training manuals and internships.

**Further Details:** <http://www.dot.ca.gov/hq/tpp/grants.htm>  
MTC contacts: Lisa Klein (510) 817-5832, [lklein@mtc.ca.gov](mailto:lklein@mtc.ca.gov)

**Program Contact:** Garth Hopkins, Caltrans, [Garth\\_Hopkins@dot.ca.gov](mailto:Garth_Hopkins@dot.ca.gov) (916) 654-8175

**STA Contact Person:** Sam Shelton, Assistant Project Manager, (707) 424-6075



**FUNDING OPPORTUNITY**  
**Caltrans Transportation Planning Grant  
Partnership Planning**  
Notice of Intent due to MTC by September 13, 2006  
Applications for review by MTC need by September 29, 2006  
Complete applications due to Caltrans on October 13, 2006

TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager

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

- Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.
- Program Description: Funds statewide planning studies that are jointly performed by Caltrans and MPOs/RTPAs.
- Funding Available: Approximately \$1,000,000 will be available in FY 2007-2008. The maximum amount per grant cannot exceed \$300,000. The applicant needs to provide a 20 percent non-federal local match.
- Eligible Projects:
- Regional transportation planning studies (Statewide / Multi-Regional)
  - Land Use / Smart Growth Studies
  - Corridor studies  
(Smarter Growth Along the I-80 Capitol Corridor, MTC/SACOG - \$300,000)
  - Intermodal Facilities
- Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>
- Program Contact: Garth Hopkins, Caltrans, [Garth\\_Hopkins@dot.ca.gov](mailto:Garth_Hopkins@dot.ca.gov) (916) 654-8175  
Lisa Klein, MTC, [lklein@mtc.ca.gov](mailto:lklein@mtc.ca.gov) (510) 817-5832
- STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075
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**FUNDING OPPORTUNITY**  
**Bikes Belong Grant Program**  
**Due by October 30, 2006**

**TO:** STA Board  
**FROM:** Sam Shelton, Assistant Project Manager

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

**Eligible Project Sponsors:** Cities and the County of Solano are eligible.

**Program Description:** Bikes Belong is offering grants to address four specific goals: Ridership growth, leveraging funding, building political support, and promoting cycling.

**Funding Available:** Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

**Eligible Projects:** Eligible projects include bicycle facility improvements, education, and capacity projects.

- Previously Awarded Projects:**
- North-South Greenway, Marin County, \$10,000
  - Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, \$10,000
  - YMCA City Bike Education Program, San Francisco, \$5,000

**Further Details:** Elizabeth Train, Grants & Research Director  
Bikes Belong Coalition  
<http://bikesbelong.org>  
1920 13th Street, Suite A  
Boulder, Colorado 80302  
(303) 449-4893

**STA Contact Person:** Sam Shelton, Assistant Project Manager, (707) 424-6075

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DATE: October 2, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Priority Projects Funding Options and Projected Projects Delivery Schedule

**Background:**

The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified highway and transit improvements throughout Solano County. Several of these improvements are currently being implemented or have plans to begin in the near future. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities.

Funding of the STA Priority Projects throughout the county include highway projects, reliever routes and transit facilities. Funding for transportation projects throughout the county rely on the limited state and federal funding available to make these much needed improvements. However, because this funding is very limited, decisions have to be made to determine which projects take priority for this funding.

*Funding Overview*

Solano County obtains funding through the State Transportation Improvement Program (STIP) including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, State Highway Operations & Protection Program (SHOPP), Regional Measure 2 (RM 2), and Federal Earmarks. However, each fund source is limited by legislative requirements specific to each funding category, therefore these funds are limited and require STA Board direction on how to best focus these limited funds on priority projects. In addition, the proposed Infrastructure Bonds that is on the November 2006 ballot could provide additional funding project specific funds and a STIP augmentation.

The Solano County 2008 and 2010 STIP is anticipated to be approximately \$28 million. This is the primary fund source subject to the STA Board adoption of priorities projects for funding.

The SHOPP is competitive, based on need and the fund estimate adopted by the California Transportation Commission.

Regional Measure 2 (RM 2) funding has already been allocated to specific projects, with little opportunity to obtain additional funding through this source. Currently, there is no planned toll augmentation to support additional transportation projects.

There will be on-going annual federal earmark opportunities for transit projects and the federal highway bill earmark opportunities in 2010. However, these are uncertain as to the level of funding.

The pending \$19.9 billion State Infrastructure Bond for Transportation, if passed by voters in November 2006, would provide an opportunity for funding not only high profile projects that have the support of the Metropolitan Transportation Commission (MTC) and Caltrans, but also a STIP augmentation of approximately \$16 million for Solano County.

Based on feedback from the STA Board in July and September 2006, the STA Board is seeking to develop a two-tier funding plan for the county.

**Discussion:**

At the meeting, staff will provide an overview of the delivery schedules for projects throughout the county. This information in combination with the current funding shortfalls presented to the Board in September 2006 will be used as a basis for presenting a two-tier funding plan for the county.

After the November 2006 State Infrastructure Bond measure, the last piece of uncertainty will be known for the STIP funding. It is anticipated that at the December Board meeting, based on feedback from the September and October Board meetings, and input from the Consortium and TAC, project funding priorities will be adopted. These adopted priorities will be the basis of future regional funding programming done by the STA.

**Recommendation:**

Informational.



DATE: October 11, 2006  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Future of Transit in Solano County Presentation

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In May 2006, the STA Board approved the Overall Work Program (OWP) for FY 2006-07 and FY 2007-08.

Based on discussions with STA Chair Len Augustine and the STA Board's Executive Committee and the recognition that the successful implementation of the STA's Overall Work Program's new efforts will require early participation, support by the STA's member agencies, the public, and a significant commitment of STA time and resources, the STA Board's July and September Board meetings were scheduled in a workshop format. The October and December Board meetings are planned to continue this workshop format to discuss the future of transit in Solano County.

**Discussion:**

Several items will be introduced for discussion at this STA Board workshop presentation of the future of transit in Solano County. These topics will be presented and discussed in a more detailed comprehensive format at the December STA Board workshop.

1. Setting the Stage: Transit Challenges and Status of STA Transit Role
2. Transit Service & Funding Coordination
3. STA's Continuing Role Regarding Transit Coordination
4. Options for Transit Consolidation

**Recommendation:**

Informational.

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