STA
Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

October 12, 2005

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

6:00 P.M. Regular Meeting

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.

	ITEM	BOARD/STAFF PERSON
I.	**CALL TO ORDER – CONFIRM QUORUM** (6:00 – 6:05 p.m.)	Chair Courville
II.	**PLEDGE OF ALLEGIANCE**	
III.	**APPROVAL OF AGENDA**	
IV.	**OPPORTUNITY FOR PUBLIC COMMENT** (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 Masiclat, Acting Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

STA Board Members:

Mary Ann Courville Chair *City of Dixon*	Len Augustine Vice Chair *City of Vacaville*	Steve Messina *City of Benicia*	Karin MacMillan *City of Fairfield*	Ed Woodruff *City of Rio Vista*	Jim Spering *City of Suisun City*	Anthony Intintoli *City of Vallejo*	John Silva *County of Solano*

STA Board Alternates:

Gil Vega	Steve Wilkins	Dan Smith	Harry Price	Ron Jones	Mike Segala	Joanne Schively	John Vasquez

V. **EXECUTIVE DIRECTOR'S REPORT** — Daryl K. Halls
(6:10 - 6:15 p.m.) – **Pg 1**

VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:30 p.m.)

A. **Caltrans Report**
   1. **2006 SHOPP and SHOPP Projects Update** — Dana Cowell

B. **MTC Report**

C. **STA Report**
   1. **Proclamation of Appreciation for Board Member Karin MacMillan** — Daryl Halls
   2. **State Legislative Report** — Tony Rice
   3. **Nominations for 8th Annual STA Awards** — 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.) – **Pg. 7**

A. **STA Board Minutes of September 14, 2005** — Johanna Masiclat
Recommendation:
Approve minutes of September 14, 2005.
Pg. 9

B. **Review Draft TAC Minutes of September 28, 2005** — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 17

C. **STA FY 2005-06 Meeting Schedule Update** — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 25

D. **SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects** — Jennifer Tongson
Recommendation:
Approve the following:
   1. The distribution of $3.462M in Third Cycle Local Streets and Roads funds, pending the MTC's adoption of the $66M programming amounts for LS&Rs on November 16, 2005 as specified in Attachment A; and
   2. Initiate a Call for Projects for Third Cycle Local Streets and Roads projects.

Pg. 27

E. Contract Amendment No. 7 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR 12 Interchange (including North Connector) Project — Jennifer Tongson

Recommendation:

Approve the following for an amount not to exceed $396,240 until June 30, 2008:

1. *Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group for Project Management Services for the environmental phase of the I-80/ I-680/SR12 Interchange and North Connector projects*
2. *Authorize the Executive Director to amend the consultant contract with PDMG for project management services for the design and construction phases of the I-80 HOV Lanes and the North Connector projects.*

Pg. 47

F. Solano Paratransit Vehicle Lease Agreement — Elizabeth Richards

Recommendation:

Authorize the Executive Director to execute a Solano Paratransit Vehicle Lease Agreement with Fairfield-Suisun Transit.

Pg. 49

G. Solano Paratransit Assessment Study — Elizabeth Richards

Recommendation:

Approve the following:

1. *Authorize the Executive Director to release a Request for Proposals for the Solano Paratransit Assessment Study; and*
2. *Authorize the Executive Director to execute a contract with a consultant for the Solano Paratransit Assessment Studyfor an amount not to exceed $35,000.*

Pg. 59

H. State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Requests for Other Pending Corridor Studies — Robert Guerrero

Recommendation:

Adopt a resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for $250,000 for the SR 113 Major Investment and Corridor Study with a local match of in-kind services.

Pg. 61

I. Solano County Bicycle and Pedestrian Program Funds — Robert Guerrero

Recommendation:

Adopt a policy for allocation of future Solano County Bicycle and Pedestrian Program funding based on a funding split of 1/3 to pedestrian-related projects and 2/3 to bicycle-related projects.

Pg. 79

J. Final 2005 Solano Congestion Management Program (CMP) — Sam Shelton

Recommendation:

Approve the Final 2005 Solano Congestion Management Program and forward to MTC.

Pg. 83

K. Solano Transit Consolidation Study Request for Proposal — Elizabeth Richards

Recommendation:

Approve the following:

1. *Amend the FY 2005-06 STA budget to add $60,000 from MTC STAF funds for the Solano Transit Consolidation Study; and*
2. *Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed $115,000.*

Pg. 87

L. MTC's T-2030 Plan – Review of "Calls to Action" Proposals — Daryl Halls

Recommendation:

Authorize the Executive Director to transmit a letter requesting amendments to MTC's Transportation 2030 Calls to Action – High Priority Action Items and Work Plan as specified.

Pg. 91

M. I-80/I-680 Interchange and North Connector Project Implementation — Daryl Halls, Dale Dennis

Recommendation:

Approve the following:

1. *Adopt the attached Resolution 2005-07 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for $2.5 million for detailed preliminary engineering for the eastern section of the North Connector project and $6.5 million for preparation of the Environmental Document, including detailed preliminary engineering for the I-80 HOV Lanes.*

2. *Authorize the Executive Director to issue a Request for Proposals (RFP) to retain a consultant to prepare detailed preliminary engineering for the N. Connector (East Segment).*
3. *Approve a contract amendment of $5.469 million to a not to exceed amount of $12.879 million and authorize the Executive Director to execute a contract amendment with MTCo/Nolte to proceed with the preparation of the separate environmental document and detailed preliminary engineering for the I-80 HOV Lanes project.*

Pg. 113

VIII. ACTION ITEMS – FINANCIAL

A. STIP/RM 2 Fund Swap to CCJPA Track Improvements and Future Rail Service — Dan Christians

Recommendation:

Approve the following:

1. *Approve, in concept, the proposed swap of $4.2M of Solano County STIP funds for $5.0M of RM 2 funds; and*
2. *Authorize the Executive Director to negotiate a funding agreement with the CCJPB subject to CCJPB commitment for providing rail service to the new Fairfield – Vacaville Train Station and staff technical support for the new Dixon Intermodal Station.*

(6:35 – 6: 40 p.m.) – **Pg. 123**

B. Programming of the 2006 State Transportation Improvement Program (STIP) — Daryl Halls, Jennifer Tongson

Recommendation:

Approve the programming of Solano County's $13.787M in new 2006 STIP funds as listed on Attachment A.

(6:40 – 6:45 p.m.) – **Pg. 129**

C. Jepson Parkway Status, Schedule and Contract Amendment with Jones and Stokes, Inc. to Complete EIR/S — Dan Christians

Recommendation:

Approve the following:

1. *The updated schedule for the completion of the Jepson Parkway EIR/S; and*
2. *Amended STA Budget for consultant services for the Jepson Parkway EIR/S totaling $240,000; and*
3. *The Executive Director to execute a funding agreement with the City of Fairfield to provide $100,000 for the completion of the Jepson Parkway EIR/S; and*
4. *The Executive Director to execute a contract*

amendment with Jones and Stokes, Inc. to complete the additional scope of work necessary to complete the Jepson Parkway EIR/S for an amount not to exceed $240,000.

(6:45 – 6:50 p.m.) – **Pg. 135**

D. Countywide TLC Planning Grants for FY 2005-06 — Robert Guerrero

Recommendation:

Approve the following:

1. *The following projects for FY 2005-06 Countywide Transportation for Livable Communities Planning Funds as specified:*
   a. *City of Fairfield – Alan Witt Transportation Linkage Design Project ($50,000)*
   b. *City of Rio Vista – Waterfront Plan ($50,000)*
   c. *City of Vacaville – Vacaville Creekwalk Extension ($25,000); and*
2. *Authorize the Executive Director to enter into funding agreements with each of the project sponsors for the amounts specified above.*

(6:50 – 6:55 p.m.) – **Pg. 157**

E. Marketing Consultant Services for STA, SolanoLinks, and SNCI Marketing Plan 2006-07 (Phase II) — Jayne Bauer

Recommendation:

Approve the following:

1. *Authorize the Executive Director to release a Request for Proposals (RFP) for a marketing consultant services contract from January 1, 2006 through June 30, 2007 in an amount not to exceed $170,000; and*
2. *Authorize the Executive Director to select a marketing consultant and execute the referenced contract.*

(6:55 – 7:00 p.m.) – **Pg. 171**

IX. ACTION ITEMS – NON-FINANCIAL

A. Solano County Priorities for 2006 SHOPP — Daryl Halls

Recommendation:

Approve the following:

1. *Authorize the Executive Director to send a letter to Caltrans requesting the addition of the I-80 rehabilitation project between SR 12 East in Fairfield and Meridian Road in Vacaville for prioritization in the 2006 SHOPP's Pavement Rehabilitation category.*
2. *Authorize the Executive Director to send a letter to Caltrans requesting the EB/WB I-780 Stripe Auxiliary Lane project between 2nd Street and 5th*

Street in Benicia be included as a minor improvement project.
(7:00 – 7:05 p.m.) – **Pg. 179**

B. Legislative Update – October 2005 and STA's Draft 2006 Legislative Priorities and Platform — Jayne Bauer
Recommendation:
Authorize the STA Executive Director to distribute the STA's Draft 2006 Legislative Priorities and Platform for a 30-day review and comment period.
(7:05 – 7:10 p.m.) – **Pg. 209**

X. INFORMATION ITEMS

A. Project Study Report Overview — Jennifer Tongson
Informational – **Pg. 237**
(7:10 – 7:15 p.m.)

B. Intercity Transit Funding Agreement — Elizabeth Richards
Informational – **Pg. 247**
(7:15 – 7:20 p.m.)

(No Discussion Necessary)

C. Unmet Transit Needs Public Hearing for FY 2006-07 — Elizabeth Richards
Informational – **Pg. 249**

D. Alternative Modes Fund Strategy — Robert Guerrero
Informational – **Pg. 251**

E. STA Board Committees — Johanna Masiclat
Informational – **Pg. 257**

F. Funding Opportunities Summary — Sam Shelton
Informational – **Pg. 261**

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, December 14, 2005, 6:00 p.m., Suisun City Hall Council Chambers.

Agenda Item V
October 12, 2005

MEMORANDUM

DATE: October 5, 2005
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – October 2005

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.

Caltrans and B, T & H Highlight I-80/I-680 Interchange and Need for State Transportation Funding at State "Go California" Workshop

On October 4, 2005, STA staff attended the "Go California" workshop sponsored by the Business, Transportation & Housing Agency and the California Department of Transportation (Caltrans). Will Kempton, Caltrans Director, provided an overview of the State of California's transportation system and their proposal for prioritizing and jump starting a number of the statewide projects critical to future good movement and regional mobility needs. Two of the major statewide projects highlighted by Kempton were fixing the I-80/I-680/SR 12 Interchange and widening SR 12 (Jameson Canyon). A key theme voiced at the session was the critical importance that Proposition 42 funds be permanently reinstated and dedicated for transportation.

STA Board Adoption of the 2006 STIP for Solano County *

On September 29, 2005, the California Transportation Commission (CTC) officially adopted the Fund Estimate for the 2006 State Transportation Improvement Program (STIP). As part of this adoption, the County share targets for each of the California's 58 counties were distributed which identified the amount of Regional Transportation Improvement Program (RTIP) funds available to be programmed as part of the 2006 STIP. In addition to the $49 million of Solano County RTIP funds previously programmed in the 2004 STIP, Solano County's RTIP fund target for additional STIP funds to be programmed for the 2006 STIP was identified at $13.663 million. Based on the estimated cash flow of the State Highway Account, these new STIP funds must be programmed in FY 2010-11, the fifth and final year of the 2006 STIP. In addition, due to the significant backlog of unallocated and upcoming State Highway Operational and Protection Program (SHOPP) projects, it is expected that the majority of funds projected to be available in FY 2006/07 will be Public Transportation Account (PTA) funds. According to CTC and MTC staff, each of the Congestion Management Agencies have been requested to

program County RTIP programs based on that County's project priority schedule irrespective if the project is PTA eligible or not.

Based on this guidance and the county RTIP target identified for Solano County, staff has prepared a draft 2006 STIP for Solano County that reflects the current commitment to projects programmed in the 2004 STIP, the previous Board action to swap out $2 million in STIP funds for eight local streets and roads projects which will be replaced with federal cycle funds, and dedicates the limited new STIP funds to the STA's priority projects and to leveraging other potential state funds with the intent to attract additional competitive state funds to two of these projects. The programming of the new STIP funds includes the following:

1. $5 million for the Vallejo Ferry and Intermodal Station
2. $5 million for the I-80/I-680/SR 12 Interchange-I-80 HOV Lane Project as a RTIP match for District IV's new request for $15 million in ITIP funds
3. $2.571 million for the Jepson Parkway
4. $1 million for the I-8-/I-505 Weave Correction projects as a match for District IV's new request for $14 million in SHOPP funds
5. $.543 million for the Dixon Intermodal Station

Proposed Fund Swap to Accelerate Improvement in CCJPB Rail Service and Expanded Inter-City Rail Service in Solano County *

In conjunction with the recommended adoption of the 2006 STIP, the Capitol Corridors Joint Powers Board (CCJPB) has requested the STA consider swapping funds to help the CCJPB accelerate completion of some critical track improvements along the Southern segment of the CCJPB rail corridor necessary for improved reliability, reduced travel times and increased trains along the entire CCJPB Corridor. Per the CCJPB's request, staff is recommending the STA Board authorize the Executive Director to negotiate a fund swap agreement involving $4.2 million in Solano County RTIP funds for $5 million in CCJPB Regional Measure 2 funds in order to accelerate the full funding and completion of the CCJPB track improvements and the availability and initiation of future CCJPB Inter-city Rail Service to the proposed new Fairfield/Vacaville Rail Station. The $5 million in RM 2 funds will be used to backfill and augment the rail stations in Solano County.

CTC Allocates SHOPP Funds for SR 113 (Dixon) Reconstruction and I-680 Rehab Projects

On September 29, 2005, the California Transportation Commission (CTC) approved the allocation vote for two State Highway Operations and Protection Program (SHOPP) projects located in Solano County. This included $2.781 million in roadway rehabilitation funds for SR 113 in downtown Dixon and $2.844 million in supplemental SHOPP funds to fully fund an $11.095 million roadway rehabilitation project on I-680 at the Benicia Arsenal near the cities of Benicia and Fairfield.

Bay Area Partnership Recommends Allocation of SAFETEA Third Cycle Funds *
In response to a recommendation from the STA and other Bay Area Congestion Management Agencies, the Bay Area Partnershp Board with the concurrence of MTC staff has modified the recommended allocation of 3rd Cycle Federal SAFETEA funds by increasing the funds to be dedicated to Local Streets and Roads (by $9 million for a total of $66 million), Transit Capital Replacement (by $9 million for a total of $64 million), and CMA Planning funds (by $1.2 million per year beginning in FY 06/07). The MTC Board is scheduled to adopt this item later this month. Based on the recommended allocation formula, staff has agendized a call for projects for $3.462 million in 3rd Cycle Local Streets and Roads funds to be apportioned to Solano County. Consistent with the hybrid funding formula for allocation of Federal Cycle funds adopted by the MTC's Local Streets and Roads Committee, the STA TAC has reviewed and recommended an allocation of these funds based on this formula and the projected funds to be available.

Identifying the Next Generation of Priority Projects – Draft List of Candidate Projects for Project Study Reports *
At the STA Board retreat in February, staff was provided direction to move forward with the initiation of Project Study Reports (PSRs) for the next set of projects in preparation for future STIP and/or SHOPP funding. Staff has developed a short list of projects as candidates for STA or Caltrans led PSRs. This list is segmented by projects likely be eligible for STIP funds, SHOPP funds, and locally sponsored projects requiring Caltrans oversight. STA is proposed to be the lead on the STIP funded projects and Caltrans on the SHOPP funded projects. Staff is targeting to have the STA Board set the priorities for STA sponsored and funded PSRs at the meeting of December 14, 2005 and requesting input and project priorities from the Board prior to developing the final recommended list.

STA to Encourage Improved Coordination of County Transportation and Local Land Use Planning Through Award of First TLC Planning Grants *
Included with this agenda, staff is recommending the allocation of $125,000 in Transportation for Livable Communities (TLC) planning grants for three separate TLC projects located in the cities of Fairfield, Rio Vista and Vacaville. These planning funds are designed to assist each of the cities in the planning of future TLC candidate projects to be submitted for TLC capital funds that will be allocated by the STA Board in 2006 and in future years. Both of these efforts are in follow up to the STA's recent adoption of the Solano County TLC and award winning Pedestrian Plans, and mark another milestone in STA's continued efforts to encourage and provide incentives to improve coordination of county transportation and local land use planning.

STA's 2006 Legislative Priorities *

In preparation for the 2006 Legislative Year, Jayne Bauer has developed an updated draft of the STA's Legislative Platform and Priorities for review by the STA Board with a recommendation to distribute for 30 day review and comment by our transportation partners. This list of priorities and the policy platform will guide the STA's advocacy efforts in Sacramento and Washington, D.C.

And the Nominees are ... City of Dixon to Host Recognition of Outstanding Partnerships, Projects and Individuals at 8th Annual Awards Program *

At the Board meeting, staff will unveil the nominees for the STA's 8th Annual Awards Program to be held in the City of Dixon the evening of November 9, 2005.

Attachment:

A. STA Acronyms List

Solano Transportation Authority

A C R O N Y M S L I S T

ABAG	Association of Bay Area Governments
ADA	American with Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory Committee
BCDC	Bay Conservation and Development Commission
BT&H	Business, Transportation & Housing Agency
CALTRANS	California Department of Transportation
CARB	California Air Resource Board
CCCTA	Central Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
CTA	County Transportation Authority
CTC	California Transportation Commission
CTEP	County Transportation Expenditure Plan
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DOT	Federal Department of Transportation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle
GIS	Geographic Information System
HIP	Housing Incentive Program
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
JARC	Jobs Access Reverse Commute
JPA	Joint Powers Agreement
LS&R	Local Streets and Roads
LTA	Local Transportation Funds
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation
LOS	Level of Service
LTF	Local Transportation Funds
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NCTPA	Napa County Transportation Planning Agency
NHS	National Highway System
OTS	Office of Traffic Safety
PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRP	Planning and Congestion Relief Program
PDS	Project Development Support
PDT	Project Delivery Team
PMP	Pavement Management Program
PMS	Pavement Management System
PMS	Pavement Management System
PNR	Park and Ride
POP	Program of Projects
PSR	Project Study Report
PTAC	Partnership Technical Advisory Committee (MTC)
RABA	Revenue Alignment Budget Authority
REPEG	Regional Environmental Public Education Group
RFP	Request for Proposal
RFQ	Request for Qualification
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIP	Regional Transportation Improvement Program
RTMC	Regional Transit Marketing Committee
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SCTA	Sonoma County Transportation Authority
SHOPP	State Highway Operations and Protection Program
SJCOG	San Joaquin Council of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District
SP&R	State Planning and Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
SRITP	Short Range Intercity Transit Plan
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TANF	Temporary Assistance for Needy Families
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21st Century
TFCA	Transportation for Clean Air Funds
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMTAC	Transportation Management Technical Advisory Committee
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation Systems Management
UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCCTAC	West Contra Costa County Transportation Advisory Committee
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

Updated by: JMasiclat
8/15/05

STA
Solano Transportation Authority

DATE: October 4, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: Consent Calendar
(Any consent calendar item may be pulled for discussion)

Recommendation:
The STA Board approve the following attached consent items:

A. STA Board Minutes of September 14, 2005
B. Review Draft TAC Minutes of September 28, 2005
C. STA FY 2005-06 Meeting Schedule Update
D. SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects
E. Contract Amendment No. 7 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR 12 Interchange (including North Connector) Project
F. Solano Paratransit Vehicle Lease Agreement
G. Solano Paratransit Assessment Study
H. State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Requests for Other Pending Corridor Studies
I. Solano County Bicycle and Pedestrian Program Funds
J. Final 2005 Solano Congestion Management Program (CMP)
K. Solano Transit Consolidation Study Request for Proposal
L. MTC's T-2030 Plan – Review of "Call to Action" Proposals
M. I-80/I-680 Interchange and North Connector Project Implementation

SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
September 14, 2005

I. CALL TO ORDER

Chair Courville called the regular meeting to order at 6:03 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Mary Ann Courville (Chair)	City of Dixon
	Len Augustine (Vice Chair)	City of Vacaville
	Steve Messina	City of Benicia
	Harry Price (Member Alternate)	City of Fairfield
	Jim Spering	City of Suisun City
	Tony Intintoli	City of Vallejo
	John Silva	County of Solano
MEMBERS ABSENT:		
	Karin MacMillan	City of Fairfield
	Ed Woodruff	City of Rio Vista
STAFF PRESENT:	Daryl K. Halls	STA-Executive Director
	Charles Lamoree	STA-Legal Counsel
	Johanna Masiclat	STA – Acting Clerk of the Board
	Dan Christians	STA-Asst. Exec. Dir./Director of Planning
	Elizabeth Richards	STA Director of Transit and Rideshare Services
	Susan Furtado	STA – Financial Analyst/Accountant
	Jayne Bauer	STA – Marketing and Legislative Program Manager
	Anna MacLaughlin	STA Program Manager/Analyst
	Robert Guerrero	STA-Associate Planner
	Jennifer Tongson	STA-Assistant Project Manager
	Sam Shelton	STA-Planning Assistant
	Dale Dennis	STA – Project Consultant

ALSO PRESENT:

Dan Schiada	City of Benicia
Mike Duncan	City of Fairfield
Gian Aggarwal	City of Vacaville
John Beatty	Korve Engineering
Mike Miller	The Ferguson Group

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Finally Some State Funds – Programming of the 2006 STIP
- Bay Area Discusses SAFETEA Third Cycle Funds
- STA Moves I-80/I-680/SR 12 Interchange and North Connector Projects Forward
- Identifying the Next Generation of Priority Projects – Project Study Reports

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

None presented.

B. MTC Report:

Member Spering reported that MTC has approved the allocation of $1 million in RM 2 funding for the Fairfield Transportation Center parking facility.

C. STA Report:

1. **Federal Legislation Update**
   Mike Miller provided a Federal update on the SAFETEA-LU Reauthorization Bill and FY 2006 Appropriations.

2. **Status of STA Funding Priorities**
   Daryl Halls provided an overview of near-term priorities for funding priority projects of the STA.

3. **The Great Race Fall Campaign**
   Anna McLaughlin provided and distributed information for the Great Race for Clean Air Campaign in September 2005.

VII. CONSENT CALENDAR

On a motion by Member Messina, and a second by Member Alternate Price, the consent items were unanimously approved.

A. STA Board Minutes of July 13, 2005
Recommendation:
Approve STA Board minutes of July 13, 2005.

B. Review Draft TAC Minutes of August 31, 2005
Recommendation:
Receive and file.

C. STA FY 2005-06 Meeting Schedule Update
Recommendation:
Receive and file.

D. Bay Area Partnership Board Membership
Recommendation:
Approve the following pursuant to requested membership on the Bay Area Partnership Board:

1. Support the Bay Area Partnership Board membership requests for Benicia Transit and Fairfield-Suisun Transit.
2. Support adding to the Bay Area Partnership Board a public works director representing the cities and County of Solano.

E. Gas Tax Contributions for STA for FY 2005-06
Recommendation:
Informational.

F. Funding Agreement Between the Solano Transportation Authority and the Napa County Transportation Planning Transportation Agency for the Solano Napa Travel Demand Model
Recommendation:
Authorize the Executive Director to develop and execute a three-year funding agreement between Solano Transportation Authority and Napa County Transportation Planning Agency for a $20,000 annual funding commitment ($60,000 total) to maintain the Solano/Napa Multi-Modal Travel Demand Model.

G. Appointments to Solano Pedestrian Advisory Committee
Recommendation:
Appoint the following Pedestrian Advisory Committee members for a three-year term:

1. J.B. Davis – Pedestrian Advisory Committee Benicia Member (replaces Jim Erickson)
2. Larry Mork – Pedestrian Advisory Committee
   Rio Vista Member

H. Route 30 Performance Update

Recommendation:

Receive and file.

I. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update

Recommendation:

Approve the following:

1. The mid-year Transit Consortium Work Plan Status Update.
2. Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.

J. Continuation of MTC's Pavement Technical Assistance Program (PTAP)

Recommendation:

Approve that the STA Board Chair send a letter to MTC supporting the continuation of PTAP as a regional program.

K. City of Benicia Request for Abandoned Vehicle Abatement Training Funds

Recommendation:

Approve the following:

1. Authorize the City of Benicia Police Department to spend $277.78 of 1997 carryover funds on personnel training, as specified in Attachment B.
2. Authorize to spend the remaining funds on other equipment and costs related to the AVA Program as specified in Attachment A.

L. Consultant Contract with Smith, Watts and Co. to Development of County Transportation Expenditure Plan and Related Public Information Material

Recommendation:

Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company to assist in the development of a county transportation expenditure plan and related public information for an amount not to exceed $20,000.

M. Extension of Contract for State Lobbying Representation Transportation Services – Shaw/Yoder, Inc.

Recommendation:

Authorize the Executive Director to execute contract Amendment No. 7 to existing Lobbying Services Agreement between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified lobbying services through September 30, 2007 for an amount not to exceed $79,200.

N. State Legislative Update – September 2005

Recommendation:

Adopt a Watch position on the following:

- SB 658 (Kuehl)
- SB 680 (Simitian)
- AB 1208 (Yee)
- AB 1623 (Klehs)

O. Resolution for Allocation of FY 2005-06 TDA/STAF Funds

Recommendation:

Approve the resolution authorizing the filing of a claim with MTC for the allocation of TDA/STAF funds for
FY 2005-06.

VIII. ACTION ITEMS: FINANCIAL

A. 2006 STIP Programming

Jennifer Tongson reviewed the current summary of 2004 STIP County Shares as well as the updated draft 2006 Solano County STIP Funding Program, which was distributed at the meeting. She cited that STA staff is proposing to "replace" the STIP funds for local road rehabilitation with funds from the upcoming SAFETEA Cycle 3 STP funds. She added that Solano County is expected to receive approximately $3.6 million in STP funds for Local Streets & Roads (LS&R) from SAFETEA Cycle 3. She noted that staff is proposing to replace the $2 million in the STIP for LS&R projects with $2 million of STP funds.

Board Comments:

None presented.

Recommendation:

Approve the fund strategy to replace the $2 million in STIP funds for specified local streets and roads projects with $2 million in SAFETEA Cycle 3 funds for locally specified local streets and roads projects.

On a motion by Member Intintoli, and a second by Member Silva, the staff recommendation was unanimously approved.

B. Amendment of State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07

Elizabeth Richards outlined additional requests received for Solano County STAF funding, including $60,000 by the City of Fairfield for a consultant to study the location and various others aspects of the Fairfield's Central Transit Station, $12,000 by STA to amend the Safe Routes to School/Transit study contract; and $10,000 by STA for an amendment to the existing consultant contract to incorporate modeling needs for the Auburn to Oakland Commuter Rail Study.

Board Comments:

None presented.

Recommendation:

Approve the amended FY 2005-06 STAF project list on Attachment D and the preliminary FY 2006-07 STAF project list on Attachment E.

On a motion by Member Alternate Price, and a second by Member Messina, the staff recommendation was unanimously approved.

IX. ACTION ITEMS: NON-FINANCIAL

A. I-80/I-680 Interchange and North Connector Project Update

Dale Dennis, Project Consultant, provided a status report on the proposed plan for moving forward with the improvements to the I-80/I-680/SR 12 Interchange Complex. He cited two environmental documents being prepared in order to advance improvements to the Interchange, one for the Interchange Complex (I-80/I-680/SR 12 Interchange PA/ED) and one for the North Connector Project.

Board Comments:
None presented.

Recommendation:
Approve the following:

1. The strategy and preliminary schedules for advancing the implementation of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project; and
2. Authorize the Executive Director to implement the strategy for expediting delivery of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector projects.

On a motion by Member Silva, and a second by Member Alternate Price, the staff recommendation was unanimously approved.

B. MTC's SAFETEA Third Cycle STP/CMAQ Funding Policies

Daryl Halls reviewed the policy issues and priorities being proposed by MTC for the allocation of the Third Cycle funds. He cited that several CMA directors expressed support at the August 1, 2005 meeting of the Partnership Board meeting for dedicating any available Third Cycle funds to increasing the funding for three specific purposes: Local Streets and Roads Shortfall, Transit Capital Shortfall, and CMA Planning Activities.

Board Comments:
Chair Courville requested a correction be made to the CMA recommended allocation of Third Cycle Funds, 4b. Transit Capital Shortfall should be $65 million under the Revised 3rd Cycle Commitment column with the total proposed commitment amount to indicate $295 million.

Recommendation:
Support requesting MTC dedicate additional Third Cycle TEA 21 STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities for Solano County and other North Bay counties.

On a motion by Member Alternate Price, and a second by Vice Chair Augustine, the staff recommendation was unanimously approved.

X. INFORMATION ITEMS

A. Project Study Report Overview
Jennifer Tongson reviewed the steps to develop a prioritized PSR funding plan for SHOPP, STIP, and locally funded projects. He cited that Caltrans will be working closely with STA and the local agencies to discuss prioritizing and categorizing specific PSR projects. Daryl Halls noted that $125,000 has been dedicated by STA in both its FY 2005-06 and FY 2006-07 budgets for PSR work.

(No Discussion Necessary)

B. Status of SR 12 Transit Corridor Study

C. Vernal Pool Critical Habitat

D. Federal Legislative Update – September 2005

E. Bay Area Commute Profile Study

F. Fall Campaign – Great Race for Clean Air

G. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS

None presented.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for **October 12, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.

Attested By:

JMasiclat / 10/6/05

Johanna Masiclat **Date**
Acting STA Clerk of the Board

TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
September 28, 2005

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Mike Duncan	City of Fairfield
	J.D. Lynd	City Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano
Others Present:	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Birgitta Corsello	County of Solano
	Dana Cowell	Caltrans District 4
	Cameron Oakes	Caltrans District 4
	Cameron Oakes	MTC
	Daryl Halls	STA
	Dan Christians	STA
	Elizabeth Richards	STA/SNCI
	Susan Furtado	STA
	Anna McLaughlin	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

II. APPROVAL OF AGENDA

On a motion by Michael Throne, and a second by Mark Akaba, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Cameron Oakes announced the following:

1. Caltrans Planning Grants for FY 2006-07 related to Environmental Justice (Context Sensitive Solutions, Community-Based Transportation Planning, Partnership Planning and 5313(b) Transit planning are all due on October 14, 2005.
2. The Steering Committee for the SR 12 Corridor Study between SR-99 and the Rio Vista Bridge study will meet on September 29, 2005 and a draft list of alternatives and draft prioritization of improvements will be presented to the Study Steering Committee.

MTC: None presented.

STA: Jennifer Tongson requested the STA TAC to sign the September 28, 2005 support letter to MTC regarding the continuation of PTAP as a regional program.

Sam Shelton distributed and provided information on the following:

1. Funding Opportunity
   - Bay Area Quality Management District Vehicle Incentives Program (VIP)
   - Bicycle Transportation Account (BTA)
2. Copy of Electronic Mail: MTC Consistency Review of Solano 2005 CMP
3. PAC Tour of Solano County

Daryl Halls provided an STIA update regarding the adopted schedule for the 2006 Sales Tax Measure.

Other: None Presented

V. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Michael Throne, the STA TAC approved the Consent Calendar with the exception to amend the recommendation to Agenda Item V.E, Solano Paratransit Vehicle Lease Agreement shown ***~~strikethrough~~ and in bold italics***.

Recommendations:

A. Minutes of the TAC Meeting of August 31, 2005
Recommendation:
Approve minutes of August 31, 2005.

B. STA Board Meeting Highlights of September 14, 2005
Informational

C. STA FY 2005-06 Meeting Calendar
Informational

D. Funding Opportunities Summary
Informational

E. Solano Paratransit Vehicle Lease Agreement
Recommendation:
Recommend that the STA Board authorize the Executive Director to execute ***~~the attached~~ a*** Solano Paratransit Vehicle Lease Agreement ***with Fairfield Suisun Transit.***

F. Solano Paratransit Assessment Study
Recommendation:
Recommend the following to the STA Board:

1. Authorize the Executive Director to release a Request for Proposals for the Solano Paratransit Assessment Study.
2. Authorize the Executive Director to execute a contract with a consultant for the Solano Paratransit Assessment Study not-to-exceed $35,000.

G. State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Request for Other Pending Corridor Studies
Recommendation:
Forward a recommendation to the STA Board to adopt a resolution approving an application for Caltrans' State Transportation Planning Grant Program for $250,000 for the SR 113 Corridor Study with a local match of in-kind or funding contribution.

H. Final 2005 Solano Congestion Management Program (CMP)
Recommendation:
Recommend that the STA Board approve the Final 2005 Congestion Management Program and forward to MTC.

VI. ACTION ITEMS

A. Programming of the 2006 State Transportation Improvement Program (STIP)

Jennifer Tongson reviewed the programming of $13.725 M in new 2006 STIP funds and on CCJPB proposal to swap $4.2 M in Solano STIP funds for $5.0 M in Capitol Corridor's RM2 funds with the STA to request the CCJPB commit to provide rail service for the Fairfield/Vacaville Rail Station in the year of its completion.

Based on further discussion, the STA TAC agreed to recommend to the STA Board approval of the updated Draft 2006 STIP proposed by staff. Paul Wiese requested staff inquire into the option of using STIP funds for the Jepson Parkway as a state-only match to the federal earmark for the Jepson Parkway/Travis Air Force Base access improvements.

Jennifer Tongson also reviewed the changes made by the CTC to the proposed 2006 Draft RTIP Policies and Procedures. She stated that MTC is requesting comments on the regional policies and procedures by September 30th. Based on input, the STA TAC provided several suggestions and modifications to the proposed Draft 2006 RTIP Policies and Procedures.

Recommendation:
Approve the following:

1. Review and provide comments to MTC's draft 2006 RTIP Policies and Procedures.
2. Set Special TAC Meeting to program 2006 STIP following CTC approval of 2006 STIP Fund Estimate.

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC voted to amend the recommendation to include approval of the updated Draft 2006 STIP as proposed by staff and include modifications to the Draft 2006 RTIP Policies and Procedures.

B. Jepson Parkway Status, Schedule and Contract Amendment with Jones and Stokes, Inc. to Complete EIR/S

Dan Christians provided an overview to the development of a new schedule and estimate for the completion of the project segments identified in the concept plan. He identified the funding of the additional scope of work in the amount of $140,000 in the approved FY 2005-06 STA budget and an agreement with the City of Fairfield to provide the remaining $100,000 for a contract amendment of $240,000 to complete the Jepson Parkway EIR/S.

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to approve:

1. The updated schedule for the completion of the Jepson Parkway EIR/S.
2. Amended STA Budget for the completion of the Jepson Parkway EIR/S.
3. Funding Agreement with the City of Fairfield to provide $100,000 for completion of the Jepson Parkway EIR/S.
4. Contract Amendment with Jones and Stokes, Inc. to complete the additional scope of work necessary to complete the Jepson Parkway EIR/S for an amount not to exceed $240,000.

On a motion by Mike Duncan, and a second by Janet Koster, the STA TAC unanimously approved the recommendation.

C. SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects

Jennifer Tongson reviewed the draft distribution of $3.462 in Third Cycle Local Streets and Roads (LS&Rs) funds to be adopted by the MTC Commission on November 16, 2005. She also recommended the initiation of a Call for Projects for the Third Cycle STP funds for LS&Rs assuming MTC's approval of the proposed $66M in programming for LS&Rs in November.

Recommendation:
Approve the following:

1. Review and recommend the STA Board approve the draft distribution of $3.462M in Third Cycle Local Streets and Roads funds, pending the MTC Commission's adoption of the $66M programming amounts for LS&Rs on November 16, 2005, as specified in Attachment A; and
2. Initiate a Call for Projects for Third Cycle Local Streets and Roads projects.

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

D. MTC's T-2030 Plan – Review of "Calls to Action" Proposals

Daryl Halls reviewed the proposed amendments made to the list of Transportation "Calls to Action – High Priority Action Items and Work Plan" to be pursued by MTC and partner transportation agencies.

Recommendation:
Forward a recommendation to the STA Board authorizing the Executive Director to transmit a letter requesting amendments to MTC's Transportation 2030 Calls to Action – High Priority Action Items and Work Plan as specified.

On a motion by Janet Koster, and a second by Mike Duncan, the STA TAC unanimously approved the recommendation.

E. Countywide TLC Planning Grants for FY 2005-06

Robert Guerrero summarized the evaluation results and reviewed the recommendation to approve the FY 2005-06 Countywide Transportation for Livable Communities Planning funds for the cities of Fairfield ($50,000), Rio Vista ($50,000), and Vacaville ($25,000).

Recommendation:
Forward a recommendation to the STA Board to approve the following projects for FY 2005-06 Countywide Transportation for Livable Communities Planning Funds as specified:

1. City of Fairfield-Alan Witt Transportation Linkage Design Project ($50,000)
2. City of Rio Vista-Waterfront Plan ($50,000)
3. City of Vacaville-Vacaville Creekwalk Extension ($25,000)

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation with a 7 to 1 vote. (The City of Benicia voted no.)

F. Legislative Update – September 2005 and STA's Draft 2006 Legislative Priorities and Platform

Jayne Bauer proposed that the STA TAC, Consortium, and Board review the Draft 2006 Legislative Platform and Priorities, distribute for 30-day review and comment, provide their comments by November, and agendize for STA Board adoption in December.

Based on input, the STA TAC requested modifications to the language on policy item number XI.1 (Safety) to the Draft 2006 Legislative Platform and Priorities.

Recommendation:
Forward the STA's Draft 2006 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30-day review and comment.

On a motion by Mark Akaba, and a second by Michael Throne, the STA TAC unanimously approved the staff recommendation with modifications to the Draft 2006 Legislative Platform and Priorities.

G. Solano County Bicycle and Pedestrian Program Funds

Robert Guerrero identified the overall expected funding of bicycle and pedestrian facility improvement related projects. He stated and recommended that the total anticipated funds of $2.3 million be split by 2/3 funding for Bicycle Facility ($1.5 million) and 1/3 funding for Pedestrian Facility ($800,000) based on the comparative funding need of the two programs.

Recommendation:
Forward a recommendation to the STA Board to allocate Solano County Bicycle and Pedestrian Program funding based on a funding split of 1/3 to pedestrian-related projects and 2/3 to bicycle-related projects.

On a motion by Janet Koster, and a second by Michael Throne, the STA TAC unanimously approved the recommendation.

H. Marketing Consultant Services for STA, SolanoLinks, and SNCI Marketing Plan 2006-2007 (Phase II)

Jayne Bauer reviewed the two-year plan of the next marketing effort (Phase II) for the STA and STA managed programs including SolanoLinks, Solano Paratransit and Solano Napa Commuter Information. She stated that the total two-year contract beginning in January 2006 is estimated not to exceed $170,000 ($85,000 per year) for calendar year 2006 and 2007.

At the request of the STA TAC, Jayne Bauer will forward a draft scope of services to the TAC members for their review and comment prior to the STA Board meeting of October 12, 2005.

Recommendation:
Approve the following:

1. The proposed Marketing Plan (Phase II) for STA, SolanoLinks Transit, and SNCI as specified in Attachment A; and
2. Forward a recommendation to the STA Board to authorize the Executive Director to release a Request for Proposals (RFP) for a two-year marketing consultant services contract in an amount not to exceed $170,000.

On a motion by Michael Throne, and a second by Janet Koster, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

A. Project Study Report (PSR) Overview

Jennifer Tongson distributed a draft list of PSR candidate projects. Dana Cowell, Caltrans District 4, presented an overview of the program and the 2006 Draft SHOPP List from Caltrans Headquarters.

After further discussion, the STA TAC made a recommendation to send a letter to Caltrans requesting the addition of the I-80 rehabilitation project between SR 12 East in Fairfield and Meridian Road in Vacaville for prioritization in the SHOPP's Pavement Rehabilitation category. The STA TAC also recommended to send a letter to the Minor Improvements section of the Caltrans SHOPP department requesting the EB/WB I-780 Strip Aux Lane project be included as a minor improvement project.

By consensus, the STA TAC unanimously approved the recommendation.

B. Alternative Modes Fund Strategy

Robert Guerrero reviewed the funding sources estimated to be $10.2 million (in the next 3 years) for alternative modes projects included in the Draft Alternative Modes Funding Strategy.

C. Unmet Transit Needs Public Hearing for FY 2006-07

Elizabeth Richards confirmed the meeting date and location of the next annual Unmet Transit Needs public hearing scheduled for Wednesday, December 7, 2005 at 5:45 p.m. at the Suisun City Council Chambers.

D. Intercity Transit Funding Agreement

Elizabeth Richards reviewed the development of the annual and multi-year funding agreement (MOU) for intercity transit services as part of the completion of the STA's I-80/I-680/I-780 Transit Corridor Study.

VIII. ADJOURNMENT

The meeting was adjourned at 4:05 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, November 23, 2005** at 1:30 p.m.

STA
Solano Transportation Authority

DATE: October 3, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: STA FY 2005-06 Meeting Schedule Update

Background:
Attached is the updated STA meeting schedule for FY 2005-06 that may be of interest to the STA Board.

Fiscal Impact:
None.

Recommendation:
Receive and file.

Attachment:
A. STA FY 2005-06 Meeting Schedule Update

Solano Transportation Authority

STA BOARD
FY 2005-06 MEETING SCHEDULE

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
October 6	6:30 p.m.	Bicycle Advisory Committee	STA Conference Room	X
October 12	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
October 20	6:00 p.m.	Pedestrian Advisory Committee Meeting	STA Conference Room	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
October 31	10:00 a.m.	SR 12 Steering Committee	Solano County Building	X
November 9	***6:00 p.m.***	***STA 8th Annual Awards***	***Denverton Hall Dixon Fairgrounds***	***X***
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 8	6:00 p.m.	Pedestrian Advisory Committee Meeting	STA Conference Room	Tentative
December 14	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
2006				
January 11	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
January 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
February 8	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
March 8	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
April 12	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 10	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 14	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated: 10/6/2005
jm

ATTACHMENT A

Z:\Johanna\STA\STA Meeting Calendar\STAMeetingCalendar05.doc

STA
Solano Transportation Authority

DATE: October 3, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects

Background:
The Metropolitan Transportation Commission (MTC), as the federally designated metropolitan planning organization (MPO) for the nine County Bay Areas, is responsible for allocating and programming federal cycle Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. MTC is preparing to develop its Third Cycle policies for the programming of STP/CMAQ funds for FY 2007-08 and FY 2008-09 that will program the remaining two years of the recently passed bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU). MTC has previously programmed the first four years with the First and Second Cycle of programming.

On September 1, 2005, MTC staff announced that there is an estimated $300 million in additional programming capacity remaining in STP/CMAQ funds from SAFETEA Third Cycle, which is approximately $145M less than what was earlier anticipated. At the September 2nd CMA Directors meeting, in response to the lower than anticipated level of Third Cycle STP/CMAQ funding, the CMA Directors recommended dedicating the estimated remaining Third Cycle funds to increasing the funding for three specific purposes: Local Streets and Roads Shortfall, Transit Capital Shortfall, and CMA Planning Activities. Both Local Streets and Roads and Transit Capital were identified by MTC in the T-2030 (Regional Transportation Plan) having significant funding shortfalls. In addition, the North Bay CMAs have requested MTC consider increasing the base level of congestion management planning funds to offset the cost for the increased amount of regional planning activities the CMAs perform at the request of MTC. In September, the STA TAC and Consortium unanimously supported the request that MTC dedicate additional Third Cycle SAFETEA STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities for Solano County and other North Bay counties.

Discussion:
In response to the CMA's request, MTC is proposing to program an additional $34M for Third Cycle funding, distributed to the Clean Air Program ($13M), CMA Planning Activities ($1M), Local Streets and Roads Shortfall ($9M), Transit Capital Shortfall ($9M), and TLC/HIP ($2M). The MTC Board is scheduled to adopt the Third Cycle funding proposal summary on November 16, 2005.

MTC's Third Cycle Funding Proposal Summary (in millions)

Funding Category		Original MTC Commit. Reso. 3615	Proposed Increase	Proposed 3rd Cycle Commitment
1.	Clean Air	$ 4	$13	$17
2.	Regional Operations	$44	-	$44
3.	CMA Planning Activities	$10	$1	$11
4a.	Local Streets and Roads	$57	$9	$66
4b.	Transit Capital	$55	$9	$64
5.	TLC/HIP	$72	$2	$74
6.	Regional Bike/Ped.	$24	-	$24
7.	Lifeline	-	-	$0
Total Proposed Commitments		$266	$34	$300

Local Streets and Roads Discussion:
With the approval of the Third Cycle fund proposal, Local Streets and Roads (LS&R) is anticipated to receive $66M for the remainder of SAFETEA. Just as the Cycle 1 Augmentation funds for LS&R were distributed in March 2005, MTC will be using the "hybrid" formula – based on 50% MTS funding shortfall and 50% on the revised LS&R formula – to distribute the funds by county. Using this formula, Solano County is expected to receive approximately $3.462M for LS&Rs.

Earlier this month, in response to CTC's priority plan of not allocating STIP funds for LS&R projects, the STA Board approved the strategy to "swap" $2M in the STIP for LS&Rs with funds from the upcoming SAFETEA Third Cycle STP funds for LS&Rs. The first $2M of the Third Cycle STP funds is distributed in the amounts as they were programmed in the STIP.

First $2 Million of Third Cycle Local Streets and Roads funding (STIP-STP Swap)

Jurisdiction	**Amount**	**Project**
Benicia	$154,000	West K Street, W 9th to Military West Overlay
Dixon	$105,000	(Completed with local funds. Choose another project.)
Fairfield	$364,000	Hillborn Rd., Waterman-Putah S. Canal
Rio Vista	$74,000	Front St., Main-Gertrudes Overlay
Solano Co.	$393,000	(Completed with local funds. Choose another project.)
Suisun City	$140,000	(Completed with local funds. Choose another project.)
Vacaville	$342,000	Nut Tree Rd, Ulatis-Orange, Resurfacing
Vallejo	$428,000	Lemon St., Curtola Pkwy-Sonoma Blvd, Resurfacing
TOTAL	$2,000,000	

The remaining amount of Third Cycle STP funds for LS&R comes to $1.462M.

County of Solano:
California Streets and Highways Code Section 182.6(d)(2) requires a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff has been tracking the FAS set-aside requirement and notified the STA that the County of Solano has not received its guaranteed set aside for the SAFETEA period, and

will therefore need to receive guaranteed funding in the Third Cycle LS&R programming in the amount of $1,055,954. The County of Solano will be receiving $393,000 from the "STIP-STP swap" and a minimum of $662,954 from the remaining balance in order to meet the state requirement.

Using the "hybrid" formula, Attachment A shows a draft distribution of the Third Cycle funds for LS&R for a total of $3.462M, pending MTC's adoption of the $66M programming amount for LS&Rs in November. Taking the County of Solano requirements into account, this leaves a total of $799,216 in additional Third Cycle apportionment funds for the seven remaining cities, which was distributed based on the "hybrid" formula – 50% MTS and 50% LS&R formula – by calculating the percentages minus Solano County's share (Column G), and multiplying those percentages by $799,216 (Column J).

The STA is recommending to initiate a Call for Projects for the Third Cycle STP funds for LS&Rs, assuming MTC approves the proposed $66M in programming for LS&Rs in November. The sponsoring agency must have a certified Pavement Management System (PMS) for submitting rehabilitation and preventive maintenance projects and an approved Disadvantaged Business Enterprise (DBE) program to obligate the funds. The funds can be programmed for FY 2006-07 through FY 2008-09 and agencies have until April 1st of the FY programmed to submit their obligation requests to Caltrans for obligation.

For existing projects, a TIP amendment will be required (to be completed by STA). For new projects, the project application consists of three parts: 1) the TIP application (to be completed by STA), 2) a Resolution of Local Support/Certification of Assurances from their councils/board and 3) an Opinion of Legal Counsel.

The following information for new and existing projects is due to STA no later than Friday, November 18, 2005 (after MTC adoption of the Fund Program):

- Project Sponsor
- TIP ID No. (for EXISTING projects only)
- Project Title
- Project Description
- Project Limits
- Transportation Problem to be Addressed
- Project Phase to be funded
- Contact Person and Information (name, title, address, phone no., email)

STA staff will continue to monitor the progress of the Third Cycle STP Local Streets and Roads program and will update the TAC of any changes.

Recommendation:

Approve the following:

1. The distribution of $3.462M in Third Cycle Local Streets and Roads funds, pending the MTC's adoption of the $66M programming amounts for LS&Rs on November 16, 2005 as specified in Attachment A; and
2. Initiate a Call for Projects for Third Cycle Local Streets and Roads projects.

Attachments:

A. STA's Draft Local Streets and Roads Distribution, Solano County
B. County of Solano, FAS Requirement Calculation
C. MTC's Draft Regional Local Streets and Roads Distribution
D. MTC Memo, SAFETEA Third Cycle STP/CMAQ Funding Policies, Procedures and Project Selection Criteria
E. California Streets and Highways Code Section 182.6(d)(2)

DRAFT LOCAL STREETS AND ROADS DISTRIBUTION
SAFETEA CYCLE 3

as of 09/21/2005

	A	B	C	D	E	F	G	H	I	J	K	L
1	**SOLANO**	% Share of T2030 Shortfall	% Share of New Formula	% Hybrid Share	Hybrid $ Share ($57M)	Hybrid $ Share ($66M)	Percent minus Solano Co.	($2 million)	(Solano County FAS)	Remainder	STIP-STP Swap	Total
2	Solano County	0.78%	1.98%	1.38%	$ 787,698	$ 912,071	0.00%		$ 662,954	$ -	$ 393,000	$ 1,055,954
3	Benicia	0.13%	0.38%	0.25%	$ 145,170	$ 154,340	6.05%		$ -	$ 48,371	$ 154,000	$ 202,371
4	Dixon	0.01%	0.28%	0.15%	$ 83,767	$ 83,242	3.26%		$ -	$ 26,089	$ 105,000	$ 131,089
5	Fairfield	0.33%	1.46%	0.90%	$ 510,157	$ 576,957	22.62%		$ -	$ 180,822	$ 364,000	$ 544,822
6	Rio Vista	0.00%	0.07%	0.04%	$ 21,058	$ 10,631	0.42%		$ -	$ 3,332	$ 74,000	$ 77,332
7	Suisun City	0.33%	0.35%	0.34%	$ 193,992	$ 210,871	8.27%		$ -	$ 66,088	$ 140,000	$ 206,088
8	Vacaville	0.64%	1.23%	0.94%	$ 535,001	$ 605,723	23.75%		$ -	$ 189,837	$ 342,000	$ 531,837
9	Vallejo	1.06%	1.74%	1.40%	$ 796,348	$ 908,335	35.62%		$ -	$ 284,678	$ 428,000	$ 712,678
10	TOTAL	**3.29%**	**7.49%**	**5.39%**	**$ 3,073,191**	$ 3,462,170	**$ 2,550,099**	**$ 1,462,170**	**$ 662,954**	**$ 799,216**	**$ 2,000,000**	**$ 3,462,170**
11							100%					

ATTACHMENT A

COUNTY OF SOLANO
FAS REQUIREMENT CALCULATION

County of Solano		
Fry Road & Lake Herman Road	SOL050017	602,000
Cherry Glen Road & Pitt School Road	SOL050044	149,000
Cycle 2 + Augmentation + Swap		751,000
FAS Funding Requirement (*)		1,806,954
Cycle 2 + Augmentation		751,000
SAFETEA Cycle 3 Total		1,055,954
STIP-STP Swap		393,000
Cycle 3		662,954
SAFETEA Cycle 3 Total		1,055,954

Cycle 3 Programming	
Hybrid Cycle 3 ($66M LS&R)	3,462,170
STIP-STP Swap	2,000,000
Solano County FAS	662,954
Remainder, Cycle 3 Programming	**799,216**
MTS Formula	399,608
LS&R Formula	399,608

(*) California Streets and Highways Code Section 182.6(d)(2)

Total SAFETEA Programming - Solano County	
Cycle 2 Total County	1,887,000
Augmentation	1,300,000
Cycle 3 Total County	3,432,000
SAFETEA Total - Solano County	6,619,000

DRAFT

METROPOLITAN TRANSPORTATION COMMISSION
LS&R Allocation Formula for 3rd Cycle of STP Programming

Allocation Comparison of a Typical Funding Cycle:

County	T2030 LS&R Formula ("Old MTS" Shortfall)		Revised LS&R Formula*		Hybrid (3rd Cycle)	
	(% Share)	($ Amount)	(% Share)	($ Amount)	(% Share)	($ Amount)
Alameda	10%	$6,600,000	17.9%	$11,811,404	13.9%	$9,205,702
Contra Costa	11%	$7,260,000	14.3%	$9,437,703	12.6%	$8,348,851
Marin	6%	$3,960,000	4.7%	$3,090,187	5.3%	$3,525,093
Napa	6%	$3,960,000	3.2%	$2,084,829	4.6%	$3,022,415
San Francisco	9%	$5,940,000	9.7%	$6,420,528	9.4%	$6,180,264
San Mateo	7%	$4,620,000	10.4%	$6,871,866	8.7%	$5,745,933
Santa Clara	28%	$18,480,000	21.1%	$13,928,310	24.6%	$16,204,155
Solano	3%	$1,980,000	7.5%	$4,944,341	5.2%	$3,462,170
Sonoma	20%	$13,200,000	11.2%	$7,410,833	15.6%	$10,305,416
Total	100.0%	$66,000,000	100.0%	$66,000,000	100.0%	$66,000,000

Notes:

1. *"Revised LS&R Formula" is based on 31% Population, 31% Lane Mileage, 31% Arterial & Collector Shortfall, & 7% Performance*
2. *Performance Measure = Preventive Maintenance--Actual annual expenditure on preventive maintenance vs. the Pavement Management System's "recommended" expenditure for each jurisdiction*

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership TAC

DATE: 9/19/05

FR: Craig Goldblatt and Ross McKeown

W. I. 1512

RE: **Update on SAFETEA Third Cycle STP/CMAQ Funding Policies, Procedures and Project Selection Criteria**

Since the PTAC met last there have been a number of developments with respect to the proposed Third-Cycle STP/CMAQ program, which are discussed below:

A. Revenue Estimate Funds Available for Third Cycle

Revised Revenue is lower than earlier anticipated: With the passage of SAFETEA, our earlier assumptions on STP/CMAQ revenue have been modified. However, FHWA will not make the definitive numbers available until at least late October. Our latest revised estimates indicate that overall revenue levels will make $900 million STP/CMAQ available to the MTC Region. After reducing these levels by previous programming actions ($598 million) reflecting First-Cycle, Second-Cycle, and First-Cycle Augmentation commitments, the remaining unprogrammed Third-Cycle increment is approximately $300 million. This revision is due in part to our earlier estimates being based on a mid-point between the House of Representative and Senate proposals. Ultimately, the level of funding enacted was in line with the lower-end House proposal.

Bonus round is unlikely: Our most recent memo to the partnership suggested a bonus cycle of approximately $50 million to take place once the region had a firm grasp of the SAFETEA funding apportionments. The MTC staff's Third-Cycle proposal to date amounts to approximately $300 million, which nearly eliminates the viability of a bonus round. However, MTC staff will continue to pursue future opportunities to capture obligational authority over the tenure of the SAFETEA time period, which could realize additional federal funding for a possible future round of programming.

B. SAFETEA Current Programming Commitments – Policy Issues

By way of background, Table 1 reflects those commitments as embodied in Resolution 3615, which established a priority list for $266 million in Third Cycle commitments. This in turn established the starting point for discussion of proposed Third-Cycle policies with the Partnership. Table 1 also outlines the staff recommendation on how an additional $34 million be allocated to the funding programs that are described below.

Recent Responses to the Proposal: We have received three formal comments since the July PTAC meeting. The first two responses addressed the use of funding contingent upon the "bonus round". The third addressed Third-Cycle funding without the bonus round.

1) AC Transit requested additional funding to repower approximately 200 buses as well as up to $20 million to deploy the Rapid Bus improvement on the MacArthur AC Transit corridor.

2) The San Francisco Municipal Transportation Agency proposed critical transit expansion projects for additional funding: the Third Street Metro East Maintenance Facility, Third Street Southern Terminal project, Mission Bay LRVs and trolley coach extensions.

3) At their September meeting, in response to the lower than anticipated level of Third Cycle STP/CMAQ funding, the CMA Directors recommended dedicating the $29 million increment beyond funding identified in Resolution 3615 to Local Streets and Roads ($10M), Transit Capital Replacement ($10M) and increasing the base CMA planning funds for the four North Bay Counties and funding the Clean Air / Spare the Air Program based on the outcome of the evaluation of the program ($9M).

Program level Issues (Italicized text addresses new developments)

1. Clean Air

A total of $4.5 million was originally set-aside for the Clean Air Program for Third Cycle. Specifically, the MTC Resolution 3615 commitments contribute to the "Spare the Air" Program at a cost of $2 million, and $2.4 million for the Eastern Solano CMAQ program over the Third Cycle period.

Proposal:

1. Continue the $1 million annual contribution to the BAAQMD for the Spare the Air program, as previously committed.
2. *Increase the Eastern Solano CMAQ program to $2.5 million for the two-year period, which includes the augmentation to Solano-Napa Commuter Information (SNCI), and assumes a contribution by Solano to their share of regional programs.*
3. Expand the Spare the Air, Free Transit Commute Campaign for the duration of SAFETEA. *This requires an additional $5 million annually for three years beginning in FY 2006-07 for the Free Transit Commute Campaign (the timing of the Spare the Air season is realigned to recognize that next year's season will occur in FY 2006-07). These efforts are meant to address the Bay Area's non-attainment status for the 8-hour ozone standard. The program's funding needs would be reconfirmed based on the evaluation of program effectiveness after future "Spare the Air" seasons. Total Cost: $15 million.*

For Discussion:

1. *Continuation of the Free Transit Commute Campaign will require an additional $12 million in CMAQ funding after taking into account the expected $3 million carryover from the FY 2004-05 season (assuming no additional Spare the Air Days are issued).*

   There had been some concerns voiced about the effectiveness and proposed level of funding for the Spare the Air – Free Transit Program. This revised proposal reduces the required level of funding for the Spare the Air Program and proposes that any residual funds not used by the program be redirected to address on-going air quality goals. Similarly, should future evaluations of the Spare the Air Program demonstrate that other air quality strategies are more effective, these funds could be shifted to other air quality improvement strategies.
2. *MTC staff has met with Solano Transportation Authority staff to discuss the Eastern Solano CMAQ apportionments for Third Cycle. An agreement was reached whereby MTC retained a portion of the CMAQ apportioned to Eastern Solano County (Sacramento Air Basin) to fund regional programs that benefit this geographic area. STA would receive approximately $2.5 million per year for the*

two-year period for Third Cycle to program local CMAQ eligible projects located in Eastern Solano County. An additional $0.1 million more than the Resolution 3615 commitments is necessary to fund this program.

2. Regional Operations

The projects receiving funding in this category in First and Second Cycles include TransLink®, 511 TravInfo®, Regional Rideshare, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring. There was $44 million set-aside for this program in Resolution 3615, including an increase to Rideshare to replace CMAQ funding redirected to the Regional Transit Information System (RTIS) during Second Cycle. There is no need to increase funding for Regional Operations at this time.

Proposal:

1. Maintain funding for Regional Operations at the Second Cycle Resolution 3615 commitment level of $44 million.
2. Funding Augmentation for Solano-Napa Commuter information is now part of the Clean Air Program, rather than the Regional Operations Program. *(See above section for discussion about Eastern Solano County CMAQ program.)*

3. CMA Planning Activities

MTC continues to fund CMA planning activities. As in the past, 3% of the *estimated* STP revenues are dedicated to the CMAs for planning. During the First and Second Cycles, each county CMA was guaranteed a minimum of $240,000, an increase from the minimum threshold of $140,000 provided during TEA 21. The CMA's are provided either the county's population shares of 3% of the STP funds or $240,000 whichever figure is higher. In addition, $1.35 million ($150,000 for each of the county CMAs) is targeted for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). A total of $10 million was committed for CMA planning activities in Resolution 3615.

Proposal:

1. Revise CMA county distributions to reflect January 2005 population figures from DOF.
2. Maintain current 3% - $240,000 minimum threshold.

For Discussion:

1. Some CMAs have requested additional funding to accommodate increased workload associated with the transfer of the Lifeline program. *The CMAs have indicated that they will wait for the completion of the three-year Lifeline Program in order to evaluate the level of administrative resources required on their part for Lifeline. However, MTC is proposing to set-aside $1 million in reserve to address increased planning needs associated with the Lifeline Program in the final year of SAFETEA and/or any other new regional initiatives that require additional oversight by the CMAs.*
2. North Bay counties believe the $240,000 minimum threshold is insufficient to cover all cost associated with planning, programming and monitoring activities required by MTC. They are reviewing their costs and will be providing a proposal to possibly increase the minimum threshold. *MTC staff is proposing to increase funding to CMA planning activities by adjusting the base of revenues used to calculate the planning funds. The four years prior to third cycle were estimated using the RTP revenue estimates, which are below the levels now anticipated by SAFETEA. This*

four-year increment (difference between SAFETEA and RTP numbers) of roughly $800,000 would be made available to the CMA directors to distribute among the counties to address CMA related planning needs as they see appropriate.

4a. Local Streets and Roads Shortfalls

Based on T2030, the local streets and roads rehabilitation program distributed funding to counties based on their proportional share the region's Metropolitan Transportation System shortfall. There have been lively discussions in the Local Streets & Road (LSR) Committee regarding the equity in the distribution of the funding. Subsequently, the LSR Committee has reached a consensus on a new model to distribute the funding, taking into consideration other factors such as population, lane mileage, arterial/ collector maintenance shortfalls, and jurisdictions' performance in managing its pavement needs. Since this new model involves "winners" and "losers", the Cycle 1 Augmentation distributed money using a "hybrid" formula – 50% original MTS and 50% new model. For the Third Cycle, the LSR Committee is requesting that the hybrid formula be similarly used for fund distribution in the Local Streets and Roads Rehabilitation Shortfall Program. Thereafter the committee has suggested that the new allocation model be used to distribute funding for this program. Resolution 3615 identified $57 million for Third Cycle for the LSR shortfall program.

Proposal:

1. At the recommendation of the LSR Committee, and with concurrence and approval of the Partnership Board, apply the hybrid formula used for the First Cycle Augmentation for the distribution of funds for Third Cycle.
2. *Recognizing the request by the CMAs and the general support in the region to address rehabilitation needs, MTC staff is proposing to increase the streets and road funding by $9 million over the original commitment, subject to the availability of STP funds. As mentioned in previous discussions with the Partnership, much of the funding for Third Cycle is CMAQ and rehabilitation is not eligible for CMAQ funds; therefore, this increase will depend on the capacity for funding swaps and partnerships between sponsors and MTC.*

For Discussion:

1. The new model as well as the recommended distribution for Third Cycle should be reviewed and approved by the Partnership.
2. As noted in the Transit section below, some of the Transit Rehabilitation funds could be shifted from transit to streets and roads in the near term.

The Partnership in August approved the use of the hybrid distribution model. In September, The Local Streets and Roads Rehabilitation Committee released county/city distributions based on the use of the hybrid formula, which will be used in the upcoming "Call for Projects" for the Local Streets and Roads Rehabilitation Program.

3. *California Streets and Highways Code Section 182.6(d)(2) requires a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff have been tracking the FAS set-aside requirement and are aware of three counties that have not received their guaranteed set aside for the SAFETEA period, and will therefore need to receive guaranteed funding in the Third Cycle LS&R programming. These counties are: Alameda County ($986,566); Contra Costa County ($901,646); and Solano County ($1,055,594). With the programming of these amounts to these*

counties in Third Cycle, all counties will have met the FAS set aside requirements for the SAFETEA period.

4b. Transit Capital Shortfall

In Second Cycle, $55 million in STP funding was dedicated to augmenting transit capital priority funding in order to meet the transit capital shortfalls identified in T2030. The Second cycle policy was amended in July to memorialize the agreement that 80%, or $45.4 million, would be directed to BART to meet major fleet replacement needs with the residual of $9.4 million going to the remaining transit operators that have score 16 funding needs after considering FY 2005-06 and FY 2006-07 FTA funds, prioritizing those that had score 16 capital shortfalls in T2030.

However, the $9.4 million for projects with a score 16 shortfall is being deferred into later years, given that there are no remaining score 16 shortfall needs following the FTA programming. The FTA call for projects has indicated that there may be no score 16 shortfalls for FY 2007-08, and it is possible there are no shortfall needs in FY 2008-09 as well, other than those projects capped through the FTA process. Therefore, we may want to shift this rehabilitation funding – roughly $20 million – after considering BART's 80% to streets and roads. There could be a payback from future streets and road rehab to transit, once the score 16 replacement needs ramp up again.

Proposal:

1. Proceed with the funding of BART's 80 percent of the shortfall, consistent with the long-term BART car replacement agreement.
2. *Recognizing the request by the CMAs and the general support in the region to address rehabilitation needs, MTC staff is proposing to increase the transit funding by $9 million over the original commitment, subject to the availability of STP funds. As mentioned previously, much of the funding is CMAQ and rehabilitation is not eligible for CMAQ funds; therefore, this increase will depend on the capacity for funding swaps and partnerships between sponsors and MTC.*

For Discussion:

1. Consider the following options for the remaining Transit shortfall funding, considering the region must use the OA on an annual basis:

   Option a) Place the remaining Transit shortfall funding in reserve (approximately $4 million annually) until transit shortfalls are realized – possibly not until FY 2009-10 (TEA-4).

   Option b) Enter into similar long-term rehabilitation / vehicle replacement agreements with other agencies such as SF Muni, Caltrain or AC Transit.

   Option c) Increase the LSR shortfall in the near term, with payback to Transit at a later date.

   Option d) Direct the funding initially to BART, and subsequently redirect funding back to other transit properties when the rehab needs begin cycling and shortfalls materialize.

   Option e) Direct the funding to score 16 projects that have been capped through the FTA programming process. Examples are bus fleet replacements in excess of $20 million or fixed guideway rehabilitation projects in excess of $13 million.

   Option f) Direct funding to lower scoring transit rehabilitation projects. Transportation 2030 focused on fleet and guideway rehabilitation at score 16, but needs exist for other projects such as facilities and stations.

Third-Cycle programming to the transit capital shortfall is pending further discussion among members of the Partnership about the FTA Formula funds. A placeholder will reserve this funding in the Third-Cycle policies, which will be programmed at a later date, once resolution is reached.

5. TLC/HIP

The TLC/HIP category encompasses TLC/HIP Planning Grants, Regional TLC, Housing Incentive Program, the County TLC/HIP, and the nascent Station Area Plan Program. Based on T2030, MTC reserves $27 million annually in STP, CMAQ, and TE funds for this program. However, in recognition of the economic situation the region faced two years ago, only $36 million was programmed in Second Cycle, with $18 million deferred to Third Cycle. Therefore, in Second Cycle, $72 million ($27 million for the two years plus $18 million deferral) was identified as the funding target for Third cycle.

Proposal:

1. The cost of preparing Station Area Plans is roughly $500,000 per station. There have been 34 stations identified along the corridors that do not presently meet the Resolution 3434 thresholds. Therefore, the cost for the Station Area Plan program is roughly $17 million with $2.8 million funding the pilot program in Second Cycle. The remaining cost to cover the Stations Area Planning effort is roughly $14 million. *However, based on comments about the amount of time necessary to complete the plans, staff is proposing to undertake 24 plans during the Third Cycle period, reducing the funding level in the near-term to roughly $9 million. Staff is proposing to increase the TLC/HIP set-aside by $2 million to fund the near-term plans, with the remaining $7 million coming from the existing funding levels established for the TLC and HIP programs.*

The County TLC/HIP program is funded approximately half with CMAQ funds ($4.5 million annually) and approximately half with Transportation Enhancement (TE) funds. The CMAs will need to program the TE portion of the County TLC/HIP program in the 2006 STIP. Under regional policy, half of the Transportation Enhancement (TE) funds coming to the region are for the County TLC/HIP program, with the balance made up of CMAQ funds for a total annual program of $9 million.

6. Regional Bike/Pedestrian Program

This program was envisioned to receive $32 million for the four- year period from FY 2005-06 through 2008-09. For the Second cycle, a single call for projects for the regionally competitive program took place last winter and $8 million (25% of the program) was programmed in June 2005. In the Third Cycle, the remaining $24 million ($8 million was deferred from Second cycle) will fund the County Regional Bicycle and Pedestrian Program, being programmed at the discretion of the county Congestion Management Agencies.

Proposal:

1. Continue commitment of $24 million for Regional Bike/Pedestrian Program in Third Cycle.

For Discussion:

1. Some counties may be allowed to swap CMAQ with local funds. *Per MTC Resolution 3644, San Francisco and Alameda Counties are the only two counties eligible to swap 60% of their local county share.*

7. Lifeline

With the Commission action in April 2005, the Lifeline program received both a funding boost and an administration overhaul with responsibility for administration shifted from MTC to the Congestion Management Agencies. In Cycle 2, fund swaps from the Clean Air Program yielded $2.5 million in CMAQ funding for lifeline. Resolution 3615 did not identify any funding commitments for Lifeline in Third Cycle. The $15 million program approved in April contemplated an additional $4 million from Third Cycle, subject to completion of Third Cycle programming.

Proposal:

1. *Replace the $4 million of CMAQ funds proposed for the Lifeline in Third Cycle consistent with MTC Resolution No. 3615; instead use either State Transit Assistance or Job Access and Reverse Commute funds to keep the Lifeline Program at the $15 million level.*

Table 1: Third Cycle Funding Proposal Summary

Table 1. (in millions)	Original 3rd Cycle Commitments Res. No. 3615	July Proposal Increase (Decrease)	Revised Proposal Increase (Decrease)	Proposed 3rd Cycle Commitments
Funding Categories				
1. Clean Air [1]	$4	$18	$13	$17
2. Regional Operations[2]	$44	-	-	$44
3. CMA Planning Activities	$10	-	$1	$11
4a. Local Streets and Road Shortfall[3]	$57	-	$9	$66
4b. Transit Capital Shortfall[3]	$55	-	$9	$64
5. TLC/HIP[4]	$72	$7	$2	$74
6. Regional Bike/Ped.[5]	$24	-	-	$24
7. Lifeline[6]	-	$4	-	-
TOTAL Commitments:	$266	$29	$34	$300

Footnotes:

[1] Clean Air Program: Continuation of Free Transit Commute beyond FY 2004-05 – Estimated cost is $5 million annually from FY 06-07 through FY 08-09 ($3 million carried over form FY 2004-05 will reduce additional funding need from $15 million to $12 million). In addition, funds in the amount of $2.5 million for Eastern Solano CMAQ.

[2] Regional Operations Program: Minor adjustment for rounding error.

[3] Transit/local road rehab is 1/25th annually of T-2030 commitment level from original proposal, with increase of $9 million to provide more funding for rehabilitation. Minor adjustment to account for rounding error.

[4] TLC/HIP totals $108 for the 4 year period, or 4 x $27 annually under TEA-21 Reauthorization. 3rd Cycle includes an additional $21 million in TE funding from the STIP, including $3 million in STIP funds deferred by the CTC. Increase in funding is for Station Area Planning.

[5] Regional Bike/Ped. recovers to $24 in Third Cycle, or 4 x $8 annually under TEA-21 Reauthorization

[6] Lifeline: to be funded from another funding source – State Transit Assistance or Job Access Reverse Commute.

Schedule

Outlined below is the schedule for the development of the Third Cycle funding policy. Commission adoption of the Third-Cycle policies will be postponed one month until their November meeting. This will allow staff to use more definitive FHWA revenue numbers, as a basis for the Third-Cycle policies. This schedule also takes into account discussions at the Partnership level, with other MTC Committees, and sufficient opportunities for the public to comment.

Schedule and Next Steps for Third Cycle Funding Policy

July - October 2005	Partnership Committees review TEA 21 Reauthorization and Potential Third Cycle Issues & Policies
Wednesday, Nov. 2, 2005	PAC Referral of Third Cycle Policies and Project Selection Criteria to the Commission for Approval
Wednesday, Nov. 16, 2005	Commission Adoption of Third Cycle Policies and Project Selection Criteria

J:\COMMITTE\Partnership\Partnership TAC\2005 PTAC\05 Memos\ September\8 ThirdCycleMemoforPTAC0905.doc

182.6. (a) Notwithstanding Sections 182 and 182.5, Sections 188, 188.8, and 825 do not apply to the expenditure of an amount of federal funds equal to the amount of federal funds apportioned to the state pursuant to that portion of subsection (b)(3) of Section 104, subsections (a) and (c) of Section 157, and subsection (d) of Section 160 of Title 23 of the United States Code that is allocated within the state subject to subsection (d)(3) of Section 133 of that code. These funds shall be known as the regional surface transportation program funds. The department, the transportation planning agencies, the county transportation commissions, and the metropolitan planning organizations may do all things necessary in their jurisdictions to secure and expend those federal funds in accordance with the intent of federal law and this chapter.

(b) The regional surface transportation program funds shall be apportioned by the department to the metropolitan planning organizations designated pursuant to Section 134 of Title 23 of the United States Code and, in areas where none has been designated, to the transportation planning agency designated pursuant to Section 29532 of the Government Code. The funds shall be apportioned in the manner and in accordance with the formula set forth in subsection (d)(3) of Section 133 of Title 23 of the United States Code, except that the apportionment shall be among all areas of the state. Funds apportioned under this subdivision shall remain available for three federal fiscal years, including the federal fiscal year apportioned.

(c) Where county transportation commissions have been created by Division 12 (commencing with Section 130000) of the Public Utilities Code, all regional surface transportation program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population.

In the Monterey Bay region, all regional surface transportation program funds shall be further apportioned, on the basis of relative population, by the metropolitan planning organization to the regional transportation planning agencies designated under subdivision (b) of Section 29532 of the Government Code.

(d) The applicable metropolitan planning organization, county transportation commission, or transportation planning agency shall annually apportion the regional surface transportation program funds for projects in each county, as follows:

(1) An amount equal to the amount apportioned under the federal-aid urban program in federal fiscal year 1990-91 adjusted for population. The adjustment for population shall be based on the population determined in the 1990 federal census except that no county shall be apportioned less than 110 percent of the apportionment received in the 1990-91 fiscal year. These funds shall be apportioned for projects implemented by cities, counties, and other transportation agencies on a fair and equitable basis based upon an annually updated five-year average of allocations. Projects shall be nominated by cities, counties, transit operators, and other public transportation agencies through a process that directly involves local government representatives.

FAS →

(2) An amount not less than 110 percent of the amount that the county was apportioned under the federal-aid secondary program in federal fiscal year 1990-91, for use by that county.

(e) The department shall notify each metropolitan planning organization, county transportation commission, and transportation planning agency receiving an apportionment under this section, as

soon as possible each year, of the amount of obligation authority estimated to be available for program purposes.

The metropolitan planning organization and transportation planning agency, in cooperation with the department, congestion management agencies, cities, counties, and affected transit operators, shall select and program projects in conformance with federal law. The metropolitan planning organization and transportation planning agency shall submit its transportation improvement program prepared pursuant to Section 134 of Title 23 of the United States **Code** to the department for incorporation into the state transportation improvement program not later than August 1 of each even-numbered year beginning in 1994.

(f) Not later than July 1 of each year, the metropolitan planning organizations, and the regional transportation planning agencies, receiving obligational authority under this article shall notify the department of the projected amount of obligational authority that each entity intends to use during the remainder of the current federal fiscal year, including, but not limited to, a list of projects that will be obligated by the end of the current federal fiscal year. Any federal obligational authority that will not be used shall be redistributed by the department to other projects in a manner that ensures that the state will continue to compete for and receive increased obligational authority during the federal redistribution of obligational authority. If the department does not have sufficient federal apportionments to fully use excess obligational authority, the metropolitan planning organizations or regional transportation planning agencies relinquishing obligational authority shall make sufficient apportionments available to the department to fund alternate projects, when practical, within the geographical areas relinquishing the obligational authority. Notwithstanding this subdivision, the department shall comply with subsections (d)(3) and (f) of Section 133 of Title 23 of the United States **Code**.

(g) A regional transportation planning agency that is not designated as, nor represented by, a metropolitan planning organization with an urbanized area population greater than 200,000 pursuant to the 1990 federal census may exchange its annual apportionment received pursuant to this section on a dollar-for-dollar basis for nonfederal State Highway Account funds, which shall be apportioned in accordance with subdivision (d).

(h) (1) If a regional transportation planning agency described in subdivision (g) does not elect to exchange its annual apportionment, a county located within the boundaries of that regional transportation planning agency may elect to exchange its annual apportionment received pursuant to paragraph (2) of subdivision (d) for nonfederal State Highway Account funds.

(2) A county not included in a regional transportation planning agency described in subdivision (g), whose apportionment pursuant to paragraph (2) of subdivision (d) was less than 1 percent of the total amount apportioned to all counties in the state, may exchange its apportionment for nonfederal State Highway Account funds. If the apportionment to the county was more than 31/2 percent of the total apportioned to all counties in the state, it may exchange that portion of its apportionment in excess of 31/2 percent for nonfederal State Highway Account funds. Exchange funds received by a county pursuant to this section may be used for any transportation purpose.

(i) The department shall be responsible for closely monitoring the use of federal transportation funds, including regional surface transportation program funds to assure full and timely use. The department shall prepare a quarterly report for submission to the commission regarding the progress in use of all federal transportation funds. The department shall notify the commission and the appropriate implementation agency whenever there is a failure to use federal funds within the three-year apportionment period established under subdivision (b).

(j) The department shall provide written notice to implementing agencies when there is one year remaining within the three-year apportionment period established under subdivision (b) of this section.

(k) Within six months of the date of notification required under subdivision (j), the implementing agency shall provide to the department a plan to obligate funds that includes, but need not be limited to, a list of projects and milestones.

(l) If the implementing agency has not met the milestones established in the implementation plan required under subdivision (k), prior to the end of the three-year apportionment period established under subdivision (b), the commission shall redirect those funds for use on other transportation projects in the state.

(m) Notwithstanding subdivisions (g) and (h), regional surface transportation program funds available under this section exchanged pursuant to Section **182**.8 may be loaned to and expended by the department. The department shall repay from the State Highway Account to the Traffic Congestion Relief Fund all funds received as federal reimbursements for funds exchanged under Section **182**.8 as they are received from the Federal Highway Administration, except that those repayments are not required to be made more frequently than on a quarterly basis.

STA
Solano Transportation Authority

DATE: October 3, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Contract Amendment No. 7 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR12 Interchange (including North Connector) Project

Background:
On January 10, 2001, the STA Board approved the selection of the Project Management Delivery Group (PDMG) to serve as the Project Manager for the I-80/I-680/I-780 Corridor Study. On February 13, 2002, the STA Board extended the term of the contract with PDMG to December 31, 2003 and added Project Management responsibilities for the Environmental (PA/ED) Phase for Segment 1 of the Corridor, the I-80/I-680/SR12 Interchange. Included within the Interchange, but as a separate project with independent utility, is the North Connector project. Since then, four more amendments have been made to PDMG's contract, the last being made on June 8, 2005, which extended the contract term out to September 30, 2005.

Discussion:
Since the inception of the Corridor Study, PDMG has done an excellent job of managing this complex project and moving it toward completion. Under the guidance of Dale Dennis, the PDMG Project Manager, the Corridor Study Final Report was issued July, 14, 2004.

In addition to managing the Corridor Study, PDMG provides project management services on the complex and lengthy Project Approval/Environmental Documents (PA/ED) phase of the I-80/I-680/SR 12 Interchange and North Connector projects. The Draft Environmental Document for the North Connector project, an Environmental Impact Report/Environmental Assessment (EIR/EA), will be complete by late 2005 with a final document scheduled for mid-2006. Completing the PA/ED for the North Connector will allow design and construction to move forward within the next few years. The draft environmental document for the Interchange project is currently scheduled for circulation in August of 2007, with an anticipated Record of Decision by spring of 2008. With the passage of RM 2, the STA has developed accelerated project schedules for both the North Connector and the I-80 HOV Lanes project, which are scheduled for construction as early as mid-2007 and mid-2008, respectively.

The environmental phases of these projects are funded through the Traffic Congestion Relief Program (TCRP) ($9.4M for the Interchange and $3.0M for the North Connector). The design and construction phases for the North Connector and the I-80 HOV Lanes project are partially funded with RM 2 funds ($100M) and STIP funds ($11.4M).

The current contract amendment expires on September 30, 2005. The North Connector, Interchange, and I-80 HOV Lanes projects continue to progress in a satisfactory manner, STA staff recommends extension of the consultant contract for Project Management services be for 3 years, through June 30, 2008. During this period the STA staff will work with the Consultant to develop a work plan and financial summary for the remainder of the environmental phases for both projects.

Fiscal Impact:
The contract amount for PDMG services is $396,240 for work up to June 30, 2008. TCRP funding is available for the environmental phase of the I-80/I-680/SR12 Interchange and North Connector projects. The design and construction portions of this project management contract for the I-80 HOV Lanes project and the North Connector will be funded by RM 2 and STIP funds.

Recommendation:
Approve the following for an amount not to exceed $396,240 until June 30, 2008:

1. Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group for Project Management Services for the environmental phase of the I-80/I-680/SR12 Interchange and North Connector projects
2. Authorize the Executive Director to amend the consultant contract with PDMG for project management services for the design and construction phases of the I-80 HOV Lanes and the North Connector projects.

DATE: September 29, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Paratransit Vehicle Lease Agreement

Background:
Fairfield-Suisun Transit (FST) operates Solano Paratransit on behalf of the Solano Transportation Authority (STA). Solano Paratransit operates Monday-Saturday providing intercity Paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

Solano Paratransit is funded by Transportation Development Act (TDA) funds from Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Over the years, the STA has secured a variety of other funds for this service including Section 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. The STA owns the vehicles used to deliver Solano Paratransit service.

A multi-year agreement was approved by the STA Board in June 2005 and has been fully executed by STA and FST. An updated multi-year funding agreement has been under development for the funding distribution beyond FY 2005-06 and will be brought forward by the end of the calendar year to the Consortium, TAC, and the STA Board.

Discussion:
The Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covers the timeframe from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. The agreement provides guidance on the roles and responsibilities of the two agencies. In brief, FST operates the service in concert with its local Paratransit service (DART) and subsidized taxi program. The STA provides the vehicles, general oversight and coordinates funding for the service.

Each year the Solano Paratransit vehicles are inspected by the California Highway Patrol (CHP). This is done at the time when FST's DART vehicles are inspected. Because the title of the nine Solano Paratransit vehicles are held by the STA, the CHP has to prepare two vehicle inspection reports. The CHP and FST have requested that the fleets been aligned to simplify the inspection process. If FST leases the vehicles from the STA, then they can be assigned the same CA number and satisfy the CHP. The entire fleet would be leased to FST for $1. Conditions have been placed in the agreement (attached) that specify under what conditions the vehicles can be used and that they must be returned in good condition if FST is no longer the provider of the service. This Vehicle Lease

agreement will be in effect for as long as FST operates the service. This agreement is related, but not an amendment, to the multi-year Solano Paratransit Agreement. The Consortium and TAC recommended approval of this item.

Recommendation:
Authorize the Executive Director to execute a Solano Paratransit Vehicle Lease Agreement with Fairfield-Suisun Transit.

Attachment:

A. Draft Solano Paratransit Vehicle Lease Agreement

VEHICLE LEASE AGREEMENT

THIS VEHICLE LEASE AGREEMENT dated the 31st day of August. 2005 BETWEEN:

SOLANO TRANSPORTATION AUTHORITY, a joint powers authority, (hereinafter called "STA")

OF THE FIRST PART

AND:

CITY OF FAIRFIELD, a municipal corporation, (hereinafter called "City")

OF THE SECOND PART

A. **WHEREAS** the City is desirous of leasing from STA the vehicles and equipment described in the list attached hereto as Schedule "A" (hereinafter collectively called the "equipment").

B. **AND WHEREAS** STA owns the equipment.

THIS AGREEMENT WITNESSETH that for good and valuable consideration, the parties hereto agree and covenant as follows:

1. **LEASE** STA hereby agrees to lease to the City and the City hereby agrees to lease from STA the equipment, together with all accessories, additions, repairs and replacement parts affixed thereto, now or in the future.

2. **RENT** The City agrees to pay to STA the sum of One Dollar ($1.00) forthwith and such payment shall be the rental charges payable by the City to STA in respect of the equipment.

3. **TERM** The term of this Lease Agreement shall commence on the date hereof and shall be terminated on that date of the following events first to occur:
   a) That date being thirty (30) days after the City has delivered to STA written notice of its intention to terminate this Lease Agreement; or
   b) That date being thirty (30) days after STA has delivered to the City written notice of its intention to terminate this Lease Agreement; or
   c) That date which STA and the City mutually agree shall be an effective date of termination of this Lease Agreement.

4. **ACCEPTANCE** The City acknowledges that it has inspected the equipment and accepts the equipment as being in a good state of repair, except to the extent that the City notifies STA in writing within ten (10) days of delivery (manufacturer's latent defects included).

5. **USE** The City shall use the equipment only for the operation of Solano Paratransit and other services approved by STA. The City shall observe and adhere to all applicable operating procedures and guidelines, which relate to the use of the equipment.

6. **LOCATION** The City shall cause the equipment to remain situate in the paratransit service area, and the City shall not remove the equipment from the said paratransit service area without the prior written consent of STA.

7. **OWNERSHIP** Title to and ownership of the equipment shall at all times be and remain in the name of STA and the City shall have no right of property therein, except the right to use the equipment in accordance with the terms of this Lease Agreement.

8. **REPAIRS** The City shall maintain and keep the equipment in good condition and repair to the satisfaction of STA.

9. **INSPECTION** STA shall have the right to inspect the equipment, without prior notice, at all reasonable times during the term of this Lease Agreement.

10. **ALTERATION** The City shall not alter or add or allow any other party to alter or add to the equipment in any way without the prior written approval of STA. Any alterations, or additions to the equipment, which are approved by STA, shall become and remain the property of STA. The City shall not permit any advertising to be posted on the exterior or the interior of the equipment, save and except as provided for in the Fairfield/Suisun Transit Advertising Policy and/or advertising requested and approved by STA.

11. **MOTOR VEHICLE INSPECTION** The City shall be responsible for ensuring that the equipment is maintained in compliance with California State Law. The City shall be responsible for ensuring the equipment is submitted for inspections pursuant to the provisions of California Vehicle Code, if so required by said provisions.

12. **LOSS OR DAMAGE** The City assumes and shall bear the entire risk of loss or damage to the equipment. No loss or damage to the equipment or any part thereof shall affect or impair any of the obligations of the City hereunder, and this Lease Agreement shall continue in full force and effect notwithstanding such loss or damage to the equipment. The City shall insure the equipment according to the laws in force and effect in the State of California and such provisions shall be incorporated into the terms and conditions of this Lease Agreement. The City shall punctually pay all insurance premiums when due in respect of any policies of insurance purchased by it or the operating contractor and the City shall provide STA with copies of certificates of such insurance policies. In the event of loss or damage of any kind whatsoever to the equipment, the City shall forthwith comply with the reporting procedures in respect of such loss or damage as established by STA. STA at its sole discretion may either replace the lost or damaged equipment or alternatively direct the City to repair the damaged equipment, and the City shall comply with such direction.

13. **SURRENDER** Upon the termination of this Lease Agreement, the City shall forthwith return the equipment to STA in good condition and repair, ordinary wear and tear resulting from the proper use of the equipment excepted, and the City shall, at its cost, return the equipment to STA at a destination designated by STA, and if the City fails to so deliver the equipment within one (1) week from the termination of this Lease Agreement, STA shall have the right to enter upon the premises where the equipment

may be, and take possession of and remove it at the City's expense, all without legal process. The City covenants that, upon termination of this lease or upon surrender of the equipment for any other reason:

a) The equipment shall be in good condition and repair;
b) The records for mechanical repairs shall accompany each vehicle;
c) Average tire tread depth for all tires shall not be less than 8mm (10/32"), and;
d) The City shall maintain insurance coverage in accordance with the provisions of Section 12 herein during the period of time that the equipment is being transferred to STA, notwithstanding that this Lease Agreement may be terminated.

14. **LIENS AND CHARGES** The City shall, at all times, keep the equipment free from all levies, liens and encumbrances whatsoever and shall pay all license fees, registration fees and assessments, charges and taxes, which may be now or hereafter imposed directly upon the ownership, leasing, rent, possession or use of the equipment. If the City fails to pay any such levies, liens, encumbrances, assessments, charges or taxes, STA may pay the same and in such event the costs thereof, together with interest calculated monthly at a rate equivalent to the prime rate established by LIBOR on the first day of each month, plus two (2%) percent per annum, shall forthwith be due and payable by the City to STA. Non-payment of such costs by the City to STA forthwith upon demand by STA shall be deemed to be a default under this Lease Agreement.

15. **WARRANTIES** The City acknowledges that STA makes no warranties, either express or implied, as to any matter whatsoever, including without limiting the generality of the foregoing, the condition of the equipment nor its merchantability nor its fitness for any particular purpose.

16. **ASSIGNMENT, SUB-LEASE** The City shall not transfer, deliver up possession of, or sublet the equipment, and the City's interest in this Lease Agreement shall not be assignable by the City without prior written consent of STA; but nothing herein contained shall prevent STA from assigning, pledging, mortgaging, transferring or otherwise disposing, either in whole or in part, of STA's right hereunder.

17. **INDEMNIFICATION** The City shall indemnify STA against, and hold STA harmless from any and all claims, actions, suits, proceedings, costs, expenses, damages and liabilities including the costs arising out of, connected with or resulting from the equipment including without limitation the installation, possession, use, operation or return of the equipment or otherwise on account of any personal injury or death or damage to property occasioned by the operation of the said equipment during the term hereby granted.

18. **DEFAULT** Notwithstanding Section 3, the City covenants and agrees that STA shall have the right to cancel and terminate this Lease Agreement forthwith by reason of any one or more of the following events:

a) If the City fails to perform any of the terms, conditions, covenants and provisos contained in this Lease Agreement which on its part are to be observed and performed.
b) If the City uses any equipment included in this Lease Agreement unreasonably or abusively resulting in damage to such equipment or an abnormal reduction in the life of the equipment or any part thereof.

19. **TERMINATION** Upon the termination of this Lease Agreement, the City shall forthwith return to STA all items of equipment as referred to herein and the City shall be liable to STA for damages and costs which STA may sustain by reason of the City's default of this Lease Agreement, including, without limiting the generality of the foregoing, all legal fees and other expenses incurred by STA in attempting to enforce the provisions of this Lease Agreement or to recover damages for default under this Lease Agreement, or to recover any equipment not forthwith returned by the City to STA.

20. **WAIVER** No covenant or proviso contained in this Lease Agreement to be performed by the City may be waived by STA, except by prior written consent of STA, and any forebearance or indulgence by STA in this regard shall not constitute its waiver of such covenant or proviso to be performed by the City.

21. **TIME OF THE ESSENCE** Time is to be of the essence of this Lease Agreement and each and all of its provisions.

22. **INTERPRETATION** It is hereby agreed by and between the parties hereto that wherever the singular or masculine is used throughout this Lease Agreement, the same shall be construed as meaning the plural or the feminine or body corporate or politic respectively and vice versa, where the context or the parties hereto so require and in the case where more than one City is a party hereto, the liability of each City shall be joint and several.

23. **GOVERNING, LAW** This Lease Agreement shall be interpreted and enforced in accordance with the laws of the State of California.

24. **EXECUTORS, ADMINISTRATORS AND ASSIGNS** This Lease Agreement shall ensure to the benefit of and be binding upon the parties hereto, and their respective heirs, executors, administrators, successors and permitted assigns.

Solano Transportation Authority,
a joint powers authority

By _____
Daryl K. Halls
Executive Director

City of Fairfield,
a municipal corporation

By _____
Kevin O'Rourke
City Manager

VEHICLE LEASE AGREEMENT

THIS VEHICLE LEASE AGREEMENT dated the 31st day of August. 2005 BETWEEN:

SOLANO TRANSPORTATION AUTHORITY, a joint powers authority, (hereinafter called "STA")

OF THE FIRST PART

AND:

CITY OF FAIRFIELD, a municipal corporation, (hereinafter called "City")

OF THE SECOND PART

A. **WHEREAS** the City is desirous of leasing from STA the vehicles and equipment described in the list attached hereto as Schedule "A" (hereinafter collectively called the "equipment").

B. **AND WHEREAS** STA owns the equipment.

THIS AGREEMENT WITNESSETH that for good and valuable consideration, the parties hereto agree and covenant as follows:

1. **LEASE** STA hereby agrees to lease to the City and the City hereby agrees to lease from STA the equipment, together with all accessories, additions, repairs and replacement parts affixed thereto, now or in the future.

2. **RENT** The City agrees to pay to STA the sum of One Dollar ($1.00) forthwith and such payment shall be the rental charges payable by the City to STA in respect of the equipment.

3. **TERM** The term of this Lease Agreement shall commence on the date hereof and shall be terminated on that date of the following events first to occur:

a) That date being thirty (30) days after the City has delivered to STA written notice of its intention to terminate this Lease Agreement; or
b) That date being thirty (30) days after STA has delivered to the City written notice of its intention to terminate this Lease Agreement; or
c) That date which STA and the City mutually agree shall be an effective date of termination of this Lease Agreement.

4. **ACCEPTANCE** The City acknowledges that it has inspected the equipment and accepts the equipment as being in a good state of repair, except to the extent that the City notifies STA in writing within ten (10) days of delivery (manufacturer's latent defects included).

5. **USE** The City shall use the equipment only for the operation of Solano Paratransit and other services approved by STA. The City shall observe and adhere to all applicable operating procedures and guidelines, which relate to the use of the equipment.

6. **LOCATION** The City shall cause the equipment to remain situate in the paratransit service area, and the City shall not remove the equipment from the said paratransit service area without the prior written consent of STA.

7. **OWNERSHIP** Title to and ownership of the equipment shall at all times be and remain in the name of STA and the City shall have no right of property therein, except the right to use the equipment in accordance with the terms of this Lease Agreement.

8. **REPAIRS** The City shall maintain and keep the equipment in good condition and repair to the satisfaction of STA.

9. **INSPECTION** STA shall have the right to inspect the equipment, without prior notice, at all reasonable times during the term of this Lease Agreement.

10. **ALTERATION** The City shall not alter or add or allow any other party to alter or add to the equipment in any way without the prior written approval of STA. Any alterations, or additions to the equipment, which are approved by STA, shall become and remain the property of STA. The City shall not permit any advertising to be posted on the exterior or the interior of the equipment, save and except as provided for in the Fairfield/Suisun Transit Advertising Policy and/or advertising requested and approved by STA.

11. **MOTOR VEHICLE INSPECTION** The City shall be responsible for ensuring that the equipment is maintained in compliance with California State Law. The City shall be responsible for ensuring the equipment is submitted for inspections pursuant to the provisions of California Vehicle Code, if so required by said provisions.

12. **LOSS OR DAMAGE** The City assumes and shall bear the entire risk of loss or damage to the equipment. No loss or damage to the equipment or any part thereof shall affect or impair any of the obligations of the City hereunder, and this Lease Agreement shall continue in full force and effect notwithstanding such loss or damage to the equipment. The City shall insure the equipment according to the laws in force and effect in the State of California and such provisions shall be incorporated into the terms and conditions of this Lease Agreement. The City shall punctually pay all insurance premiums when due in respect of any policies of insurance purchased by it or the operating contractor and the City shall provide STA with copies of certificates of such insurance policies. In the event of loss or damage of any kind whatsoever to the equipment, the City shall forthwith comply with the reporting procedures in respect of such loss or damage as established by STA. STA at its sole discretion may either replace the lost or damaged equipment or alternatively direct the City to repair the damaged equipment, and the City shall comply with such direction.

13. **SURRENDER** Upon the termination of this Lease Agreement, the City shall forthwith return the equipment to STA in good condition and repair, ordinary wear and tear resulting from the proper use of the equipment excepted, and the City shall, at its cost, return the equipment to STA at a destination designated by STA, and if the City fails to so deliver the equipment within one (1) week from the termination of this Lease Agreement, STA shall have the right to enter upon the premises where the equipment

may be, and take possession of and remove it at the City's expense, all without legal process. The City covenants that, upon termination of this lease or upon surrender of the equipment for any other reason:

a) The equipment shall be in good condition and repair;
b) The records for mechanical repairs shall accompany each vehicle;
c) Average tire tread depth for all tires shall not be less than 8mm (10/32"), and;
d) The City shall maintain insurance coverage in accordance with the provisions of Section 12 herein during the period of time that the equipment is being transferred to STA, notwithstanding that this Lease Agreement may be terminated.

14. **LIENS AND CHARGES** The City shall, at all times, keep the equipment free from all levies, liens and encumbrances whatsoever and shall pay all license fees, registration fees and assessments, charges and taxes, which may be now or hereafter imposed directly upon the ownership, leasing, rent, possession or use of the equipment. If the City fails to pay any such levies, liens, encumbrances, assessments, charges or taxes, STA may pay the same and in such event the costs thereof, together with interest calculated monthly at a rate equivalent to the prime rate established by LIBOR on the first day of each month, plus two (2%) percent per annum, shall forthwith be due and payable by the City to STA. Non-payment of such costs by the City to STA forthwith upon demand by STA shall be deemed to be a default under this Lease Agreement.

15. **WARRANTIES** The City acknowledges that STA makes no warranties, either express or implied, as to any matter whatsoever, including without limiting the generality of the foregoing, the condition of the equipment nor its merchantability nor its fitness for any particular purpose.

16. **ASSIGNMENT, SUB-LEASE** The City shall not transfer, deliver up possession of, or sublet the equipment, and the City's interest in this Lease Agreement shall not be assignable by the City without prior written consent of STA; but nothing herein contained shall prevent STA from assigning, pledging, mortgaging, transferring or otherwise disposing, either in whole or in part, of STA's right hereunder.

17. **INDEMNIFICATION** The City shall indemnify STA against, and hold STA harmless from any and all claims, actions, suits, proceedings, costs, expenses, damages and liabilities including the costs arising out of, connected with or resulting from the equipment including without limitation the installation, possession, use, operation or return of the equipment or otherwise on account of any personal injury or death or damage to property occasioned by the operation of the said equipment during the term hereby granted.

18. **DEFAULT** Notwithstanding Section 3, the City covenants and agrees that STA shall have the right to cancel and terminate this Lease Agreement forthwith by reason of any one or more of the following events:

a) If the City fails to perform any of the terms, conditions, covenants and provisos contained in this Lease Agreement which on its part are to be observed and performed.
b) If the City uses any equipment included in this Lease Agreement unreasonably or abusively resulting in damage to such equipment or an abnormal reduction in the life of the equipment or any part thereof.

19. **TERMINATION** Upon the termination of this Lease Agreement, the City shall forthwith return to STA all items of equipment as referred to herein and the City shall be liable to STA for damages and costs which STA may sustain by reason of the City's default of this Lease Agreement, including, without limiting the generality of the foregoing, all legal fees and other expenses incurred by STA in attempting to enforce the provisions of this Lease Agreement or to recover damages for default under this Lease Agreement, or to recover any equipment not forthwith returned by the City to STA.

20. **WAIVER** No covenant or proviso contained in this Lease Agreement to be performed by the City may be waived by STA, except by prior written consent of STA, and any forebearance or indulgence by STA in this regard shall not constitute its waiver of such covenant or proviso to be performed by the City.

21. **TIME OF THE ESSENCE** Time is to be of the essence of this Lease Agreement and each and all of its provisions.

22. **INTERPRETATION** It is hereby agreed by and between the parties hereto that wherever the singular or masculine is used throughout this Lease Agreement, the same shall be construed as meaning the plural or the feminine or body corporate or politic respectively and vice versa, where the context or the parties hereto so require and in the case where more than one City is a party hereto, the liability of each City shall be joint and several.

23. **GOVERNING, LAW** This Lease Agreement shall be interpreted and enforced in accordance with the laws of the State of California.

24. **EXECUTORS, ADMINISTRATORS AND ASSIGNS** This Lease Agreement shall ensure to the benefit of and be binding upon the parties hereto, and their respective heirs, executors, administrators, successors and permitted assigns.

Solano Transportation Authority,
a joint powers authority

By _____
Daryl K. Halls
Executive Director

City of Fairfield,
a municipal corporation

By _____
Kevin O'Rourke
City Manager

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Paratransit Assessment Study

Background:
The Solano Transportation Authority (STA) administers and Fairfield-Suisun Transit (FST) operates Solano Paratransit. Solano Paratransit operates Monday-Saturday providing intercity paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

Solano Paratransit is funded by Transportation Development Act (TDA) funds from Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Over the years, the STA has secured a variety of other funds for this service including Section 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY 2005-06 and beyond.

The STA has administered intercity paratransit service since the early 1990s. The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. Before 1995, intercity paratransit and Vallejo intracity paratransit services for the elderly and handicapped were operated, under contract with the STA, by a non-profit organization – the Solano County Economic Opportunity Council (SCEOC). When SCEOC was suddenly unable to provide the service, STA has maintained the Solano Paratransit service through a contract with Fairfield-Suisun Transit which operates the service on behalf of the STA and partner agencies.

Discussion:
Solano Paratransit began operating countywide paratransit while local transit operators developed their own local paratransit services for trips *within* their cities. At the same time, Vallejo Runabout began operating both intracity and intercity paratransit services for the Vallejo and Benicia Transit users. Subsequently, Benicia began to directly contract for their intercity paratransit service via Vallejo Runabout. At this time, all three intercity paratransit services contract with the same provider – MV Transportation. Nevertheless, there are differences in how the service is delivered. ADA requirements are more strictly applied in some areas than others. This highlights the issue that ADA and general paratransit service can be delivered in more than one manner to meet the legal requirements of ADA. Policies on how services are delivered also impact the increasing cost of paratransit services.

Ten years ago, the last of a series of ADA Compliance Plans was completed by the STA in conjunction with the Solano transit operators. There has not been a thorough analysis of Solano Paratransit service since. With the update of the funding agreement among the existing six partners currently in process, policy issues of how to deliver services in the future have arisen. This is an opportune time to analyze existing Solano Paratransit service, future service options, and priorities. The Consortium and TAC recommended approval of this item.

Fiscal Impact:
Funding ($35,000) for this study was approved by the STA Board as part of the State Transit Assistance Funds (STAF) project list for FY 2005-06.

Recommendation:
Approve the following:

1. Authorize the Executive Director to release a Request for Proposals for the Solano Paratransit Assessment Study; and
2. Authorize the Executive Director to execute a contract with a consultant for the Solano Paratransit Assessment Study for an amount not to exceed $35,000.

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Requests for Other Pending Corridor Studies

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. The STA previously submitted applications for grant funding for the Hwy 12 Rio Vista Bridge and an SR 113 Corridor Study/Major Investment Study. The City of Vallejo submitted an application for State Transportation Planning funds under the Community Based Transportation Planning category to study land use improvements on SR 29 through Vallejo.

In 2004, MTC in partnership with STA and other agencies submitted and received a Partnership Planning Grant to study planning and land uses along the I-80/Capitol Corridor. In addition, the STA has received SP&R grants to complete the I-80/I-680/I-780 Corridor Study in 2004 and a Major Investment Study for Hwy 12 in 2002. This leaves SR 12 Rio Vista Bridge, SR 113, and SR 29 as the remaining corridors in Solano County that the STA plans to eventually study. These corridor studies are also recognized as part of the STA's 2005 to 2007 work program.

Status of Grant Requests
SR12 Realignment and Rio Vista Bridge Study- The STA co-sponsored an application from the Metropolitan Transportation Commission, with support from Caltrans District 4 requesting funding in both FY 2003-04 and FY 2004-05. However, the grant program was very competitive due to numerous grant requests and relatively low available funding ($820,000 statewide both fiscal years). The STA did not receive an award for those years.

The positive news is that the City of Rio Vista did receive a federal earmark for $560,000, thanks to Congressman Dan Lungren, as part of the 2005 federal transportation reauthorization bill (SAFETEA) to study the bridge and to install safety signs on SR 12. Staff from Rio Vista, STA, and Caltrans met on September 7th to discuss initial steps to kick off the project.

SR 113 Major Investment and Corridor Study- The STA submitted a grant request for SR 113 at the same time as SR 12 Rio Vista Bridge proposal. Caltrans did not award funding for the SR 113 proposal primarily due to factors mentioned above for the bridge proposal.

SR 29 Corridor Study- The City of Vallejo submitted an application to study the SR 29 corridor last year. Caltrans did not award funding for this project. However, the City of American Canyon and the Napa County Transportation Planning Agency (NCTPA) have been conducting a study on SR 29 just north of the Vallejo city limit for their segment of the corridor. The project is in its final stages of development with planned improvements to limit SR 29 to four lanes with frontage roads on each side. The City of Vallejo and STA were active participants in this project.

I-80/Capitol Corridor Study - The Metropolitan Transportation Commission (MTC) in partnership with the Sacramento Area Council of Governments (SACOG), Solano Transportation Authority (STA), Sacramento, Yolo, and Placer Counties were successful in securing $300,000 from the 2005-06 Caltrans Partnership Planning Grant entitled "Smarter Growth along the I-80/Capitol Corridor" (I-80/Capitol Corridor Study). This grant will be funded by Caltrans starting on October 1, 2005.

As part of this grant, STA will be developing the Phase 2 (transit component) of the new Solano Napa Travel Demand Model. This new modeling component will assist the STA and its partner agencies in conducting various "what if" land use scenarios to evaluate types and amounts of in-fill and transit oriented developments that could be most supportive of express bus, rail, and carpool/ vanpool modes. STA staff would also like to use this study to further develop and refine Transportation for Livable Communities (TLC) projects along the corridor.

Discussion:

Caltrans is currently accepting applications for this year's State Transportation Planning Grant program. Since Rio Vista received a federal earmark for the bridge study, staff will not need to submit another request for the bridge project. However, staff would like to prepare a grant request for SR 113. The SR 113 grant request will be revised from the previous request to include a broader scope of work including safety improvements, realignment options, and funding options (including the future feasibility of a toll lane facility). A draft outline of goals and objectives for the grant proposal is attached. This will provide a basis for STA staff to complete the grant application.

The SR 113 application request is for $250,000 to complete the project with a required local match of 20% or $62,500. STA staff is currently working with the County of Solano and the City of Dixon to assist in each providing a portion of the local funding contribution or providing in-kind services for the local match. A local match with funding contributions identified would make the SR 113 grant application more competitive.

Also, STA staff will work with the City of Vallejo to plan improvements on SR 29 and will encourage another application to be submitted for a future year grant program.

The STA Technical Advisory Committee (TAC) reviewed this item and recommended the STA Board approve staff's recommendation at their September 28th meeting.

Fiscal Impact:

None at the time. If the application is approved, staff would recommend a budget amendment as part of the FY 2006-07 STA Budget to commit STA's portion of the required local match.

Recommendation:
Adopt a resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for $250,000 for the SR 113 Major Investment and Corridor Study with a local match of in-kind services.

Attachments:

A. Draft SR 113 Corridor Study Application Elements
B. STA Board Resolution approving the SR 113 Corridor Study (To be provided under separate cover.)

FY 2006-2007 Caltrans Transportation Planning Grant Application
Cover Sheet

Five complete hard copies of the application package must be received by **5:00 pm on Friday, October 14, 2005,** at your local Department of Transportation District Planning Office. Applicants are also required to submit an electronic file of the application package in Microsoft Word. *If there is more than one sub-recipient, submit that information on a separate sheet. (Contact Caltrans staff for an electronic copy of this form)*

General Information
Grant Program: Partnership Planning
Project Title: SR113 Major Investment and Corridor Study
Location (city and county): SR 113 in Solano County and South Yolo County

	Applicant	Sub-recipient(s)
Organization		Solano Transportation Authority
Contact Person (including salutation)		Dan Christians, Assistant Executive Director/ Director of Planning
Mailing Address		One Harbor Center, Suite 130
City		Suisun City
Zip Code		94585
E-mail		dchristians@sta-snci.com
Telephone	( )	(707) 424-6006
Fax	( )	(707) 424-6074

Funding Information		Legislators (Assembly and Senate) and Legislative Districts in the Project Area (attach additional pages if necessary)
Grant Funds Requested	$250,000	Senator Wesley Chesbro, District 2
Cash Local Match	$62,500	Senator Mike Machado, District 5
In-kind Local Match		Assembly Member Lois Wolk, District 8
Other Funding		Assembly Member Noreen Evans, District 7
Total Cost	$312,500	

To the best of my knowledge, all information contained in this proposal is true and correct.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Dan Christians

Signature of Authorized Official (Sub-recipient)

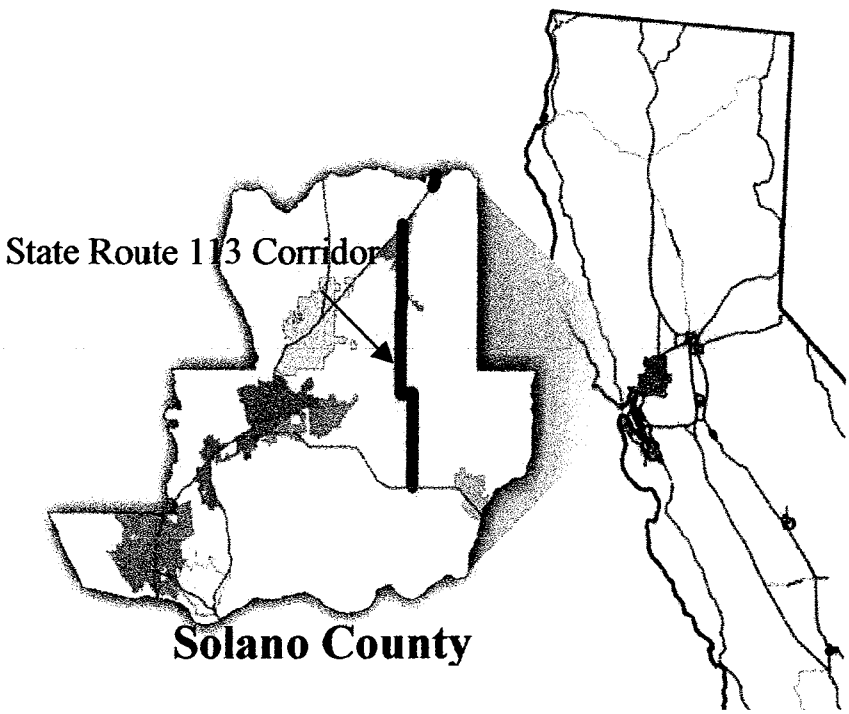
Assistant Executive Director/Director of Planning

Title

ITEM B: PROJECT SUMMARY

This application is for a Partnership Planning grant from the California Department of Transportation's Transportation Planning Grant program. Metropolitan Transportation Commission (MTC) and the Solano Transportation Authority (STA) to partner with Caltrans District 4, Caltrans District 3, the City of Dixon, Solano County and Yolo County public works, and the City of Davis to study the multi-jurisdictional needs along the State Route 113 (SR 113) corridor in Solano County and Yolo County.

ITEM C: PROJECT PURPOSE AND NEED

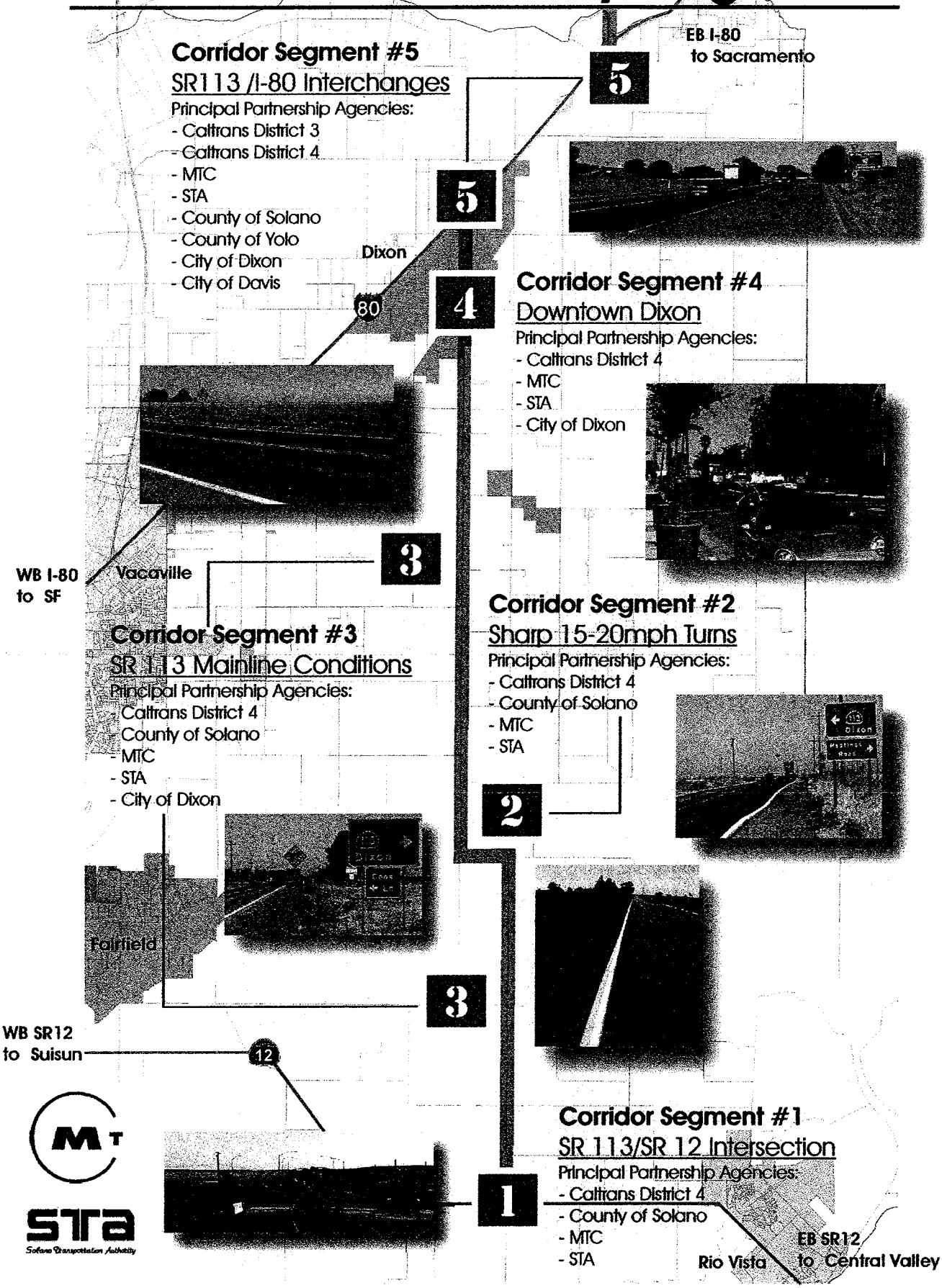


The proposed study will focus primarily on the SR 113 corridor in central Solano County and partially in Yolo County at the I-80/SR 113 interchange near the City of Davis. SR 113 corridor has not had a comprehensive study completed in the last 20 years or more.

The Solano Transportation Authority (STA), in coordination with Caltrans District 4 and the Metropolitan Transportation Commission (MTC), has recently completed corridor studies for Interstates 80, 780, 680 and State Route 12 for Solano County. The corridor studies have been a major implementation strategy tool for the STA, Caltrans, and MTC to identify priority highway, freeway, and transit improvement projects given available and anticipated future funding sources.

SR 113 is one of the last corridors in Solano County without a similar analysis. MTC and STA propose to partner with the Caltrans District 4 and District 3, the County of Solano, City of Dixon, the County of Yolo, and the City of Davis to study the SR 113 Corridor in five distinct segments.

SR 113 Corridor Study Segments



Each agency participating in the partnership will be responsible for the improvements to designated segments of the corridor as it runs through their jurisdiction from one point to another. The primary objectives of SR 113 Corridor Study are to:

1) Develop a current comprehensive planning document with an implementation strategy for short term and long term safety, operational, and transit improvement projects that each member of the partnership will be able to identify with, and
2) Provide a planning tool for agencies to coordinate improvement activities on a segment by segment basis along the SR 113 Corridor.

Another unique objective of this proposal is to provide an opportunity to pursue a toll lane option as part of a funding strategy to finance improvements on the SR 113 corridor. The MTC and STA propose to study the feasibility of creating a toll road with a complete analysis of the pro's and con's to this option. This may be the first time that a toll lane option has been seriously considered for Solano County. The outcome of this analysis will produce:

1) A toll lane option for SR 113
2) A toll lane analysis report that can be referenced by Caltrans, MTC, STA, and other agencies for similar highway/freeway corridors in Solano County, the Bay Area, or throughout the State of California.

ITEM D: PROJECT SCOPE OF WORK

The SR 113 Corridor Study will include the following tasks as part of the initial scope of work (these tasks are not in priority order):

Task #1- Planning- Alignment and evaluation

Determine what improvements are going to be needed to accommodate current and future traffic growth on Hwy 113.

Objectives

1. Conduct traffic counts at key locations (SR 12, I-80, downtown Dixon and Midway Road)
2. Survey existing traffic information (i.e. types of traffic- trucks vs autos; and determine origination/destination of traffic corridors based on the Solano Napa Travel Demand Model data, traffic counts, and other available data)
3. Survey available transit data and assess future transit service needs for SR 113.
4. Inventory currently planned land use and transportation projects along SR113 in proposed segment and in Yolo County (SHOPP projects, highway expansion projects, interchange or intersection improvements)
5. Gather accident information and determine high incident locations
6. Identify at alternative alignments to the existing SR 113 corridor
7. Select a preferred short term and long term safety, operational, and transit improvement options for SR 113

8. Determine potential environmental impacts of the alternative alignments and improvements

Task #2- Funding Options

Determine potential funding sources for improvements to SR 113 with a primary focusing on the feasibility of constructing a toll lane on SR 113

Objectives:

1. Forecast revenue generated by toll lane
2. Conduct public opinion surveys of toll lane vs. traditional funding source options (i.e. ITIP, SHOPP, transportation sales tax, impact fees) at SR 113
3. Research pros and cons of creating a toll lane (provide examples of projects with similar issues related to SR 113)
4. Determine what will need to happen in order to build a toll lane in terms of process (i.e. legislation, funding mechanisms, bonding, etc.)
5. Estimate the cost of constructing a toll lane
6. Determine if benefits of having a toll lane

Task #3- Partnership

Create a SR 113 public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements along project segment.

Objectives:

1. Identify key contacts to participate on the SR 113 Improvement Partnership Committee from MTC, Caltrans District 4 and 3, cities of Dixon and Davis Public Works and Planning Departments, Yolo County Transportation Department, Solano County Resource Management and Transportation Department, and Solano Transportation Authority, public members appointed by potentially affected cities (Dixon, Vacaville) and county unincorporated area.
2. Identify partnership participants roles and how they are potentially affected by improvements to SR 113
3. Schedule project development meetings with the partnership to provide input at during the development of the study
4. Provide regular updates to Partnership between project development meetings via e-mails or memorandums

Task #4- Public Outreach

Provide ample opportunities for public input in the development of the SR 113 Corridor Study process.

Objectives:

1. Schedule and advertise a project kick off meeting to provide an initial opportunity for public comments in the cities of Dixon and the unincorporated area of Solano County.
2. Develop database of names and addresses of interested public members for future public input meeting advertisements/mail outs.
3. Schedule and advertise a project status update meeting at a central location for interested public to provide feedback on project development
4. Schedule and advertise a meeting for public review of the draft planning document before document is finalized.

5. Ensure all advertisements of public input meetings include a press release to all local newspaper publications in affected areas with project contact information for questions and comments.
6. Schedule a public hearing prior to any document approval for the SR 113 Corridor Study by the Solano Transportation Authority Board of Directors and/or MTC.

Task #5- Budget

Ensure the project budget is adequate and prevent any potential project cost overrun

Objectives:

1. Obtain consultant services not to exceed identified budget amount
2. Develop a refined allocation of budget to the specific tasks as negotiated with consultant
3. Have consultant provide expenditure reports and budget status updates on a regular basis.

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, 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, Yolo County or Sacramento Area Council of Governments Transportation Plan, and future general plan updates of Dixon, Davis, and the County of Solano).

Objectives:

1. Distribute the SR 113 Corridor Study to the Partnership to allow members to incorporate any recommendations identified in the study.

Task #7- Deliverables

Create a planning deliverables that will be beneficial to the SR 113 Partnership

Objectives:

1. Develop a SR 113 Corridor Study equivalent to a Major Investment Study with an implementation strategy identifying safety, operational, and transit improvements with preliminary costs assumptions for Caltrans, SACOG, MTC, STA and affected cities and unincorporated Solano County to plan accordingly and consider for future funding allocations and county and regional project prioritization
2. Develop a toll road benefit analysis report for SR 113 as a reference for future toll road consideration or case study for the Solano County, San Francisco Bay Area, Sacramento and other counties and regions
3. Develop a guide of contact agencies and their role in participating in this corridor study and making improvements to SR 113
4. Provide traffic forecasts and other related information based on the Solano Napa Travel Demand Traffic Model and traffic models of potentially affected agencies
5. Develop a report based on the study's recommendations that identifies a preferred long range alignment of SR 113

Project Title:	SR 113 Corridor Study															
	Fiscal Year 2005/2006															
TASKS	Responsible Party	Cost Total	Grant (80%)	Local[1] (20%)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
RFP Consultant selection, Start-up	STA/MTC	$15,625	$12,500	$3,125	X											
Data Collection, review existing data and documentation	Consultant	$156,250	$125,000	$31,250		X	X	X	X	X	X					
Public Workshops	Consultant	$62,500	$50,000	$12,500		X						X		X		
Draft Reports	Consultant	$62,500	$50,000	$12,500								X	X			
Final Review/Final Product	Consultant	$15,625	$12,500	$3,125										X		
	TOTALS	$312,500	$250,000	$62,500												

[1]Local Match provided by contributions from Solano Transportation Authority, City of Dixon, and Solano County.

Mike Reagan

Board of Supervisors – District 5
675 Texas Street, Suite 6500
Fairfield, CA 94533-6342

Phone: 707-784-6130
Fax: 707-784-6665
mjreagan@solanocounty.com

SOLANO COUNTY

SEP 26 2005

Field Representative

Stephen Pierce
707-784-6131
slpierce@solanocounty.com

September 21, 2005

Garth Hopkins
Chief, Grants Management Branch
P.O. Box 942874
Sacramento, CA 95814

Dear Mr. Hopkins:

I would like to express my enthusiastic support for the Solano Transportation Authority's (STA) efforts in obtaining grant funding for a SR113 Major Investment Study. This road has become critical to the regional traffic flow, because motorists are beginning to use SR113 and SR12 as a greater Sacramento area beltway to avoid congestion on I-80 and I-5.

The proposed study is a necessary first step to evaluate the much-needed safety improvements and potential funding options for this transportation corridor. The site line impacts from vertical S's, lack of shoulders and an unexpected dog leg make this a dangerous road to be carrying so much of our region's large truck traffic. The deliverables from this grant proposal will not only serve the needs of Solano County, but will serve as the basis for other interregional, state and federal agencies considering the viability of alternative funding sources like toll roads.

The Solano County Board of Supervisors welcomes the opportunity to participate in planning future improvements to SR113. This study would also further enhance the County's partnerships with Caltrans, the STA, the City of Dixon, the MTC, and other regional agencies.

Thank you for your consideration.

Sincerely,

MICHAEL J. REAGAN
Supervisor, 5th District
County of Solano

Cc: Steve Heminger, Metropolitan Transportation Commission
Daryl Halls, Solano Transportation Authority
Erik Alm, Caltrans District 4
Janet Koster, City of Dixon Public Works

MAYOR MARY ANN COURVILLE
VICE MAYOR GIL VEGA
COUNCILMEMBER STEVE ALEXANDER

COUNCILMEMBER LOREN FERRERO
COUNCILMEMBER MICHAEL C. SMITH
CITY TREASURER DAVID DINGMAN

September 27, 2005

Garth Hopkins, Chief
Grants Management Branch
P.O. Box 942874
Sacramento, CA 95814

Dear Mr. Hopkins:

The purpose of this letter is to express support for the Solano Transportation Authority's (STA) efforts in obtaining grant funding for SR113 Major Investment Study. The City of Dixon is bisected by SR 113 and the heavy regional traffic on SR 113, particularly the truck traffic, has a significant impact on traffic circulation in Dixon.

The City of Dixon appreciates this opportunity to participate in planning future improvements to SR113. The proposed study is a necessary first step to evaluate safety improvement and potential funding options for this transportation corridor. The proposed study would also be beneficial for our agency to build a partnership with Caltrans and the STA to improve regional traffic circulation.

Thank you for your consideration.

Sincerely,

Mary Ann Courville

Mary Ann Courville
Mayor

Cc: Steve Heminger, Metropolitan Transportation Commission
Daryl K. Halls, Solano Transportation Authority
Erik Alm, Caltrans District 4
Janet Koster, City of Dixon Engineering

City of Dixon
600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

SEP 28 2005

DIXON DISTRICT

Chamber of Commerce

110 E. Mayes Street, Dixon, California 95620
Phone (707) 678-2650 • Fax (707) 678-3654
www.dixonchamber.com

September 26, 2005

Garth Hopkins, Chief
Grants Management Branch
P.O. Box 942874
Sacramento, CA 95814

Dear Mr. Hopkins:

The purpose of this letter is to express support for the Solano Transportation Authority's (STA) efforts in obtaining grant funding for SR113 Major Investment Study.

The Dixon District Chamber of Commerce appreciates this opportunity to participate in planning future improvements to SR113. The proposed study is a necessary first step to evaluate safety improvement and potential funding options for this transportation corridor. The proposed study would also be beneficial for our agency to build a partnership with Caltrans, the STA, and the City of Dixon among others.

Thank you for your consideration.

Sincerely,

Kathy Smith

Kathy Smith
Operations Manager

cc: Steve Heminger, Metropolitan Transportation Commission
Daryl Halls, Solano Transportation Authority
Erik Alm, Caltrans District 4
Janet Koster, City of Dixon Public Works

bcc: Robert Guerrero

SOLANO COUNTY
Department of Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
www.solanocounty.com

Telephone No.: (707) 784-6060
Fax No.: (707) 784-2894

Birgitta Corsello, Director
Cliff Covey, Assistant Director

September 21, 2005

Garth Hopkins, Chief
Grants Management Branch
Caltrans
P.O. Box 942874
Sacramento, CA 95814

Re: SR113 Major Investment Study

Dear Mr. Hopkins:

Solano County would like to let you know of its support for the efforts being made by the Solano Transportation Authority (STA) to obtain grant funding for the SR113 Major Investment Study.

The importance of SR113 as a major north-south connector between SR12 and Interstate 5 is continuing to increase. SR113 has many issues that need to be addressed, including the offset between the portions of the highway located north and south of Interstate 80, the future of the highway within downtown Dixon, the continued growth of the City of Dixon, the rapidly increasing amount of traffic that uses the highway, the jog in the highway north of SR12, and the narrow width and poor condition of much of the highway south of Dixon. For all of these reasons, we think it is important at this time to take a strategic look at the long-term future of SR113, including evaluating possible safety improvements and potential funding options for this transportation corridor.

Because of this, Solano County supports the STA's request for grant funding for the SR113 Major Investment Study. Your approval of this request would be appreciated. We look forward to working with Caltrans, the STA, and the City of Dixon in planning future improvements to SR113.

Please call Paul Wiese of my staff at (707) 784-6072, or myself at (707) 784-6060 if you have any questions.

Sincerely,

Birgitta E. Corsello
Director of Resource Management

c: Steve Heminger, Metropolitan Transportation Commission
Daryl Halls, Solano Transportation Authority
Erik Alm, Caltrans District 4
Janet Koster, City of Dixon Public Works

U:/users/pwiese/data/word/05179.doc

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Solano County Bicycle and Pedestrian Program Funds

Background:
The Solano County Bicycle and Pedestrian Program (SCBPP) consists of Transportation Development Act (TDA) Article 3 and MTC County Bicycle/Pedestrian Program funds. A total of $2.3 million in combined TDA Article 3 and MTC County Bicycle/Pedestrian Program Funds are expected over the next three fiscal years (FY 2006-07 to FY 2008-09).

TDA Article 3
Transportation Development Act (TDA) funding is generated by a ¼-cent tax on retail sales collected in California's 58 counties. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority). Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle *and* pedestrian projects. Although the exact amount fluctuates every year, Solano County has generally received about $300,000 annually in recent years. The Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency for the Bay Area, estimates the TDA Article 3 funding will increase to an average of about $319,000 over the next three fiscal years for an estimated total of $950,000 to be available from FY 2006-07 to FY 2008-09.

MTC County Bicycle/Pedestrian Program
MTC allocated $200 million toward bicycle and pedestrian related improvements over 25 years as part of the Transportation 2030 Plan. As part of that commitment, MTC developed a County Bicycle/Pedestrian Program consisting of $24 million to be administered by each county congestion management agency (e.g. Solano Transportation Authority) based on population in FY 2007-08 and FY 2008-09. Solano County has approximately 6% of the Bay Area region's population and therefore anticipates receiving approximately $1.4 million out of the $24 million.

Discussion:
For the last seven months or more, the STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), with input from the STA's Technical Advisory Committee members and the STA Board, have worked to develop draft guidelines to assist them in making recommendations for SCBPP funds. The current draft guidelines are attached for your review. A fundamental policy decision will need to be made to complete the program's guidelines. The BAC and PAC each have a countywide planning document (i.e. Countywide Bicycle Plan and Countywide Pedestrian Plan) that includes projects related

to bicycle and pedestrian facility improvements. Based upon the needs identified in each plan, staff has determined that the overall funding need for projects primarily benefiting bicyclists or pedestrians is approximately 2/3 bicycle and 1/3 pedestrian. Therefore, staff recommends that bicycle and pedestrian funding be consistent and allocated according to the needs identified. Staff further recommends that the total anticipated funds be split into the following approximate amounts:

Total Solano County Bicycle and Pedestrian Program Funds Anticipated over the next 3 years:	$2.3 million
Funding for Bicycle Facilities (2/3 split):	$1.5 million
Funding for Pedestrian Facilities (1/3 split):	$800,000

For multi-use projects, the PAC and/or BAC would review and recommend what the approximate usage of benefit the projects have to bicyclists and/or pedestrians based on the best data available, and to maintain the proposed 2/3-1/3 split. Staff will continue to work with the BAC, PAC, TAC, and Alternative Modes Committee to refine the SCBPP Guidelines and make a recommendation to the STA Board. The goal is to have the final draft guidelines completed and ready for the Board to review and approve by the January 2006 STA Board meeting, in time for the FY 2006-07 TDA Article 3 cycle.

This item was reviewed and approved by the STA's Alternative Modes Committee and STA Technical Advisory Committee at their September 22nd and September 28th meetings, respectively.

Recommendation:
Adopt a policy for allocation of future Solano County Bicycle and Pedestrian Program funding based on a funding split of 1/3 to pedestrian-related projects and 2/3 to bicycle-related projects.

Attachment:
A. Draft Solano County Bicycle and Pedestrian Program (SCBPP) Fund Guidelines

Proposed Solano County Bicycle and Pedestrian Program Fund Guidelines (9-15-05)

1. The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) shall each establish a 3-year Implementation Plan that consists of priority projects identified in the Solano Countywide Bicycle Plan and the Countywide Pedestrian Plan for purposes of allocating Solano County Bicycle and Pedestrian Program (SCBPP) funds. The STA's Technical Advisory Committee and Alternative Modes Committee shall also review and make a recommendation on the 3-year Plan and any subsequent amendments before the plan is submitted to the STA Board for approval.

2. Eligible projects for the 3-year Implementation Plan shall be based on criteria recommended by the BAC and PAC and approved by the STA Board. The 3-year Plan will be prioritized by the following tiers:

   Tier 1 – Projects in the Countywide Bicycle Plan and Countywide Pedestrian Plan deemed to be top priority based on approved criteria (to be developed in the fall and winter 2005 by the BAC and PAC and recommended for Board approval upon completion).

   Tier 2 – The next level of priority projects listed in the Countywide Bicycle Plan and Countywide Pedestrian Plan (to be prioritized in the fall and winter 2005 by the BAC and PAC and recommended for Board approval upon completion).

3. The 3-year Implementation Plan will function as a guide for SCBPP Fund recommendations and will be flexible to the funding needs of STA member agencies. Project sponsors will be requested to provide annual project updates to the BAC and PAC for projects identified in the 3-year Implementation Plan.

4. Each year, preferably during the months of December or January, BAC and BAC shall confirm their top priority projects for the next 3 years of SCBBP funding.

5 The BAC and PAC will meet jointly to develop their recommendations for the Solano Transportation Authority (STA) Board of Directors to allocate SCBPP funds. SCBPP funds will be allocated generally 1/3 to primarily pedestrian-oriented projects and 2/3 to primarily bicycle-oriented projects. Not more than 25 percent shall be recommended per year for Tier 2 projects. The PAC and BAC are under no obligation to recommend allocation of all available SBPP funding on a yearly basis.

   - Project sponsors will submit an application for bicycle and pedestrian funding which demonstrates the types of users and primary benefits of their project. Daily and annual average counts for bicycle and pedestrian usage will be included (possibly criteria instead of guideline).

- STA member agencies that have adopted both the Countywide Bicycle Plan and the Countywide Pedestrian Plan will be given preference when allocating SCBPP Funds (possibly criteria instead of guideline).

6 The 3-year Implementation Plan will be updated annually to include new projects or revisions to current projects identified in the plan. Amendments to the 3-year Plan must be approved by the project sponsors, the BAC and the PAC before sending a recommendation to the STA Board for their adoption.

DATE: October 6, 2005
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Final 2005 Congestion Management Program (CMP)

Background:
Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. This includes Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Travel Demand Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

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

The STA Board approved the STA's current CMP on February 11, 2004. On March 23, 2005, STA staff requested LOS calculations and comments from the TAC on the Draft 2005 CMP by June 1, 2005. The Draft 2005 CMP was circulated to the TAC and SolanoLinks Consortium on May 25, 2005 and June 29, 2005. The STA Board approved the Draft 2005 CMP for MTC's T-2030 consistency review on July 13, 2005.

On September 27, MTC commented on the Draft 2005 CMP and made minor suggestions that would make the CMP more consistent with the T-2030 Plan. On September 28, both the TAC and Intercity Transit Consortium recommended approval of the Final 2005 CMP, with MTC's suggestions reflected in the final document. On September 27, 2005, MTC staff submitted comments on the Draft 2005 CMP (Attachment A). Staff has incorporated additional information in the Final CMP addressing those comments.

Discussion:
No other comments have been received on the Draft 2005 CMP since the STA Board approved the draft for MTC's consistency review.

The following is a list of tentative dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in November 2005:

September 28	TAC & Consortium recommends approval of Final 2005 CMP
October 12	STA Board approves 2005 CMP
November 18	Final CMP due to MTC

On September 28, 2005, both the SolanoLinks Consortium and the STA TAC unanimously recommended that the STA Board approve the Final 2005 CMP with MTC's suggestions reflected in the final document.

Fiscal Impact:
None.

Recommendation:
Approve the Final 2005 Solano Congestion Management Program and forward to MTC.

Attachments:

A. Comments from MTC on Draft 2005 CMP, dated September 27, 2005
B. Final 2005 Solano Congestion Management Program
(to be provided under separate cover)

Sam Shelton

From: Ashley Nguyen [ANguyen@mtc.ca.gov]
Sent: Tuesday, September 27, 2005 9:45 AM
To: sshelton@sta-snci.com
Cc: dchristians@sta-snci.com; rguerrero@sta-snci.com
Subject: MTC Consistency Review of Solano 2005 CMP

Sam:

Thank you for providing MTC with an opportunity to comment on the 2005 Solano Congestion Management Program (July Draft). Since your TAC is scheduled to review the final CMP at its September 28 meeting, I am transmitting our comments via email rather than U.S. postal mail.

Per MTC Resolution No. 3000, MTC is responsible for evaluating the consistency between the CMP and RTP, and MTC's findings for the consistency of the CMPs to the RTP focus on five areas: RTP goals, system definition with adjoining counties, federal and state air quality plans, MTC travel demand modeling, and RTP financial assumptions.

MTC comments on this update pertain to its consistency with MTC's RTP goals, federal and state air quality plans, and RTP financial assumptions. First, MTC's Transportation 2030 Plan, which was adopted by MTC in February 2005, establishes six new RTP goals. This CMP update should reference and demonstrate consistency with these goals * Improve Safety to System Users, A Reliable Commute, Access to Mobility, A Region of Vibrant Neighborhoods, Clearing the Skies, and Moving Goods to Market.

Secondly, transportation control measures (TCMs) that require local implementation should be identified in the CMP, specifically in the CIP. The table on page 36 does identify the federal and state TCMs and references where these TCMs are addressed in the CMP. However, the details are lacking; it would be more useful to identify certain TCMs that involve local implementation and describe how Solano County's programs support these TCMs.

And lastly, while CMPs are not required by legislation to be financially constrained, recognition of financial constraints, including the costs for maintaining, rehabilitating and operating the existing multi-modal system and the status of specific major projects, will strenghten the consistency and linkage between the regional planning process and the CMP. The Transportation 2030 Plan comprises both the financially constrained ("the down payment") and financially unconstrained ("the vision") elements. This CMP update should reference the financial assumptions contained in the Transportation 2030 Plan, and demonstrate its linkage to the CMP, particularly as they relate to the projects listed in the seven-year CIP.

As you know, updates to the travel demand model used by Solano County are to be submitted separately to Chuck Purvis of MTC for his review, and thus findings for consistency with the RTP travel demand modeling are to be sent to you under separate cover.

MTC staff plans to submit our recommendations for consistency findings for 2005 CMPs to our Planning and Operations Committee on January 13, 2006, followed by Commission action on the same on January 25, 2006.

Again, thanks for the opportunity to review and comment on the CMP update, and we look forward to receiving a copy of the final CMP, as revised to address MTC's RTP-CMP consistency comments. Final CMPs are due to MTC by November 18, 2005. Pls send the copy of the final CMP to my attention.

Regards,
Ashley

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission

DATE: October 3, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Request for Proposals

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

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by Board members at their 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. The Consortium and TAC reviewed the Scope of Work as well. Members from both the Consortium and TAC have been selected to participate in the consultant evaluation process. In May, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP) for $75,000. In June, the STA Board authorized the Chair to send a letter requesting $60,000 from MTC for additional funding for this study.

Discussion:
In response to STA's request, MTC has committed $60,000 of their State Transit Assistance Funds (STAF) to this study (see Attachment A). Combined with the STA's original $75,000, this brings the total funds available to $135,000. The MTC funds need to be added to the STA budget and staff recommends a budget adjustment in this amount. If the STA Board approves these recommendations, staff anticipates an RFP being released in mid-October and a consultant being selected by the STA Board in January 2006.

Fiscal Impact:
This study will be funded with $75,000 of Solano's STAF funds that have been allocated for this purpose in FY 2004-05 and FY 2005-06 and $60,000 of MTC STAF funds which has been approved by MTC.

Recommendation:

Approve the following:

1. Amend the FY 2005-06 STA budget to add $60,000 from MTC STAF funds for the Solano Transit Consolidation Study; and
2. Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not-to-exceed $115,000.

Attachment:

A. MTC Letter dated August 18, 2005, Contribution of $60,000 in State Transit Assistance funds for the conduct of the Solano Transit Consolidation Study.

ATTACHMENT A

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Jon Rubin, Chair
San Francisco Mayor's Appointee

John McLemore, Vice Chair
Cities of Santa Clara County

Tom Ammiano
City and County of San Francisco

Irma L. Anderson
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing and Urban Development

James T. Beall Jr.
Santa Clara County

Bob Blanchard
Sonoma County and Cities

Mark DeSaulnier
Contra Costa County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Michael D. Nevin
San Mateo County

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
Solano County and Cities

Pamela Torliatt
Association of Bay Area Governments

Shelia Young
Cities of Alameda County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

August 18, 2005

Mayor Mary Ann Courville
City of Dixon
Chair, Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mayor Courville:

Per the Authority's request dated August 3, 2005, this letter is to confirm the Metropolitan Transportation Commission's (MTC) contribution of $60,000 in State Transit Assistance funds for the conduct of the Solano Transit Consolidation Study, matching the Authority's contribution of the same amount. Mr. Bob Bates with our Programming and Allocations section (510/817-5733) will be happy to discuss with STA Executive Director Daryl Halls the steps required in order to most expeditiously allocate the funds to this project.

We look forward to working with the Solano Transportation Authority on this study.

Sincerely,

Therese W. McMillan
Deputy Executive Director, Policy

CC: Commissioner Jim Spering
Daryl Halls, STA

J:\SECTION\EXEC\Therese\letterdrafts\DHalls-August 17.doc

DATE: October 4, 2005
TO: STA Board
FROM: Daryl K. Halls, Executive Director
SUBJECT: MTC's T-2030 Plan – Review of "Calls to Action" Proposals

Background:
The Metropolitan Transportation Commission (MTC), as the federally designated metropolitan planning organization (MPO) for the nine County Bay Area, is required to develop and/or update its regional transportation plan based on a variety of factors every four years. The recent passage of the federal reauthorization bill titled, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users" (SAFETEA-LU), amended this requirement from three to four years.

In 2005, MTC adopted its most recent update of the regional transportation plan, titled "Transportation 2030". Transportation 2030 (T-2030) outlines specific "Calls to Action" for each of the 14 areas listed within T-2030. These "Calls to Action" focus on the following areas:

1. Road maintenance
2. Transit maintenance
3. State highway maintenance
4. Regional operations programs
5. Air quality
6. Broadening access to mobility
7. Providing lifeline transportation
8. Bicycle and pedestrian programs
9. Seamless transit
10. Land use
11. Safety
12. High-occupancy/toll lanes
13. Resolution 3434
14. Goods movement

Discussion:
Beginning this month, MTC staff approached the Bay Area Partnership Board regarding the development of a prioritized work plan for MTC and the region. Attached for review and comment is a draft work plan that sets out a list of specific new and ongoing efforts for specified "Calls to Action" that MTC staff has identified as high priority based on timeliness, likelihood of success, and the level of interest by the public and decision makers. This item was reviewed and discussed by the Bay Area Partnership Board on

October 3rd and is scheduled to be discussed by the MTC's Planning and Operations Committee on October 15th. Based on initial review, STA staff is recommending the following proposed amendments be made to the list of T-2030 "Calls to Action – High Priority Action Items."

Road maintenance

STA staff proposed amendment:

1. Delete the following – ~~***Condition funds – Condition funding for road rehabilitation on implementation of freeway ramp metering program***~~

2. Add the following - **Restore Corridor Management as a regional priority in the next RTP update and consider condition funding for corridor management on implementation of freeway ramp metering program.**

Lifeline

STA staff proposed new amendment:

1. Add the following - **Dedicate regional funding to CMAs to cover the costs for administration of the new Lifeline Program and to monitor the implementation of Lifeline funded projects and programs.**

Land Use

Proposed new initiative by MTC staff:

Provide more land use planning funds-Expand Station Area Planning Program based on results of pilot program.

STA staff proposed amendment:

1. Add the following – ***Ensure provision of more land use planning funds to expand the Station Area Planning Program does not result in a reduction of regional funds being allocated for maintenance of local streets and roads, maintenance of transit, and CMA planning activities.***

State Highway Maintenance

STA staff proposed amendment:

1. Delete the following – ~~***Trim the STIP to support the SHOPP.***~~

On September 28, 2005, the Transit Consortium and TAC reviewed and recommended these comments to be forwarded to the STA Board with a recommendation to support.

Recommendation:

Authorize the Executive Director to transmit a letter requesting amendments to MTC's Transportation 2030 Calls to Action – High Priority Action Items and Work Plan as specified.

Attachment:

A. MTC Memo dated September 19, 2005, Transportation 2030 Calls to Action – High Priority Action Items and Work Plan

ATTACHMENT A

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership TAC

DATE: September 19, 2005

FR: Doug Kimsey and Lisa Klein

W. I.

RE: Transportation 2030 Calls to Action – High Priority Action Items and Work Plan

MTC's recently adopted Transportation 2030 Plan outlines specific "Calls to Action" that MTC and partner agencies should take to advance transportation projects, programs and policies in support of the region's goals and investment strategies. MTC is currently reviewing the status of these Calls to Action and identifying high priority action items for a work plan to be pursued by MTC and partner transportation agencies.

The Transportation 2030 Calls to Action are offered for each of 14 investment areas listed below. The Calls to Action range from revising regional policies to pursuing new funding sources and seeking legislative solutions:

Road maintenance	Bicycle and pedestrian programs
Transit maintenance	Seamless transit
State highway maintenance	Land use
Regional operations programs	Safety
Air quality	High-occupancy/toll lanes
Broadening access to mobility	Resolution 3434
Providing lifeline transportation	Goods movement

As it is now roughly six months since the adoption of the Transportation 2030, the time is ripe to review the Calls to Action and develop a prioritized work plan for MTC and its partner agencies. Attachment A sets forth such a work plan by identifying continuing and new initiatives for those Calls to Action that we believe to be high priority based on timeliness, likelihood of success and level of interest by the public and decision makers. The work plan is drawn from the information shown in Attachment B, which catalogs achievements to date and remaining work to do for each of the Transportation 2030 Calls to Action.

We welcome any comments or questions you may have on the work plan. MTC staff plan to review these materials with the Partnership Board in late September and with MTC's Planning and Operations Committee on October 15, 2005.

J:\COMMITTE\Advisory\2005\09-05\6_T-2030 Calls to Action.doc

Attachment A
Transportation 2030 Calls to Action
High Priority Action Items

Work Underway	New Initiatives
Road Maintenance	
• ***Condition funds*** – Review proposed hybrid formula for allocating 3rd Cycle STP/CMAQ Program to local road maintenance *Summer 2005* *(Partnership, MTC)* • ***Condition funds*** – Review proposed new allocation formula for local road maintenance for next RTP update *(Partnership, MTC)* • ***Strengthen Prop. 42*** – Secure Prop. 42 payback and enact legislation to prevent future suspension *(Partnership)*	• ***Condition funds*** – Condition funding for road rehabilitation on implementation of freeway ramp metering program *(Partnership, MTC)*
Transit Maintenance	
• ***Condition funds*** – Consider transit maintenance funding allocation formula based on ridership and revenue generation for $190 million in additional FTA Section 5307 funds *Summer 2005* *(Partnership, MTC)*	• ***Extend useful life*** – Set aside resources to update and enhance transit capital needs inventory and develop software to track "State of Ideal Repair" *Summer 2005* *(MTC, transit operators)*
Improve Regional Operations Programs	
• ***Regional ramp metering*** – Complete implementation on I-580 in the Tri-Valley and US 101 in San Mateo *(Caltrans, MTC & local jurisdictions)*	***Regional ramp metering*** – Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade *(Caltrans, MTC & local jurisdictions)* • ***Clear incidents*** – Implement recommendations to improve incident management when review is complete *(CHP, Caltrans & MTC)* • ***Complete instrumentation of the freeway for incident response*** – Development and implementation of freeway instrumentation projects to be funded through state commitment *(MTC & Caltrans)*
Access to Mobility	
	• ***Enhance local demographic information*** – Amend SRTP guidelines to include standards for operators to collect demographic information on access to mobility *(MTC & transit operators)* • ***Enhanced use of taxis*** – Sponsor planning study and pilot programs to test innovative use of taxi services *(MTC, transit operators & taxi companies)*
Lifeline	
• ***Finish what's been started*** – Complete remaining Community Based Transportation Plans (CBTPs) by 2007 *(CMAs)* • ***Target new Lifeline funds*** – CMAs to program new Lifeline funds in 2006 *(MTC & CMAs)*	• ***Put local dollars to work*** – Seek additional funding for projects identified in CBTPs *(CMAs & transit operators)*
Lifeline cont.	
• ***Target new Lifeline funds*** – Leverage funds in existing sales tax measures and encourage new measures to set aside funding for CBTP recommendations *(CMAs)*	

Work Underway	New Initiatives
Lifeline cont.	
• ***Put local dollars to work*** – Encourage CMAs to continue active engagement with community stakeholders *(CMAs)* • ***Make the land use connection***– Monitor county HIP programs with respect to incentives for low-income housing *(MTC, CMAs, local jurisdictions & transit operators)* • ***Make the land use connection*** – Ensure that local agencies adopt local area plans that include policies for low-income housing, as required by TOD policy *(MTC & CMAs)*	
Bicycle and Pedestrian	
• ***Routine accommodation*** – Complete study of routine accommodation of non-motorized mobility needs and articulate next steps *(MTC, CMAs & Caltrans)*	• ***Develop more comprehensive data*** – Outreach and education campaign in conjunction with release of the bicycle and pedestrian collision analysis handbook *(MTC)*
Seamless Transit	
• ***Implement TransLink®*** – Support full TransLink® roll out through completion *(TransLink® Consortium)* • ***Establish a system of regional hubs*** – Complete Phase 2 of Transit Connectivity Study *End of 2005* *(MTC & transit operators)* • ***Transit consolidation*** – RM2 Regional Rail Plan will assess rail operator governance issues *Summer 2005* *(BART, Caltrain & MTC)*	• ***Improve customer information*** – Develop architecture for assembling real time transit information from operators in 511 and expand coverage *(MTC & transit operators)* • ***Transit consolidation*** – Develop and implement institutional and/or functional consolidation recommendations *(Operators, MTC)* • ***Transit consolidation*** – Support Solano County's efforts at consolidation, as appropriate *(Operators, MTC)*
Land Use	
• ***TOD policy*** – Continue station area planning efforts and corridor planning *(MTC, ABAG, transit operators & local jurisdictions)* • ***TOD policy*** – Complete TOD study *End of 2005* *(MTC)* • ***Provide more land use planning funds*** – Evaluate pilot Station Area Planning Program *(MTC)* • ***Provide more land use planning funds*** – Evaluate first three years of T-PLUS program and consider renewal *(MTC, CMAs)* • ***Create smarter suburbs*** – Identify funding source to direct some Station Area Planning grants to suburban communities (e.g., eastern Contra Costa County, Sonoma and Marin counties) *(MTC)* • ***Create smarter suburbs*** – Partner with CMAs to develop county-level TLC programs partly aimed at suburban communities *(MTC, CMAs)*	• ***TOD policy*** – Develop TOD training and education program *(MTC, ABAG, transit operators & local jurisdictions)* • ***Provide more land use planning funds*** – Expand Station Area Planning Program based on results of pilot program *(MTC)*

Work Underway	New Initiatives
Land Use cont.	
• ***Joint interregional planning projects*** – Complete interregional planning studies and identify next steps *(MTC, ABAG, MCOG, SJCOG, SACOG & affected CMAs)*	
Safety	
• ***Complete seismic retrofit*** – Assess seismic strengthening need for Dumbarton and Antioch toll bridges *(MTC & Caltrans)*	• ***Complete seismic retrofit*** – Secure additional funding for BART system seismic retrofit *(MTC and BART)*
• ***Coordinate security efforts*** – Integrate regional transit security with overall urban security strategy *(MTC, California OHS & transit operators)*	• ***Complete seismic retrofit*** – Implement AB 144, including administration, contracting and financial transitions *(BATA, Caltrans)*
	• ***Increase federal homeland security funding*** – Advocate for more funding for transit security and direct funding by need instead of formula *(MTC & transit operators)*
HOT Lanes	
• ***HOT legislation*** – Monitor state and federal legislative efforts affecting HOT lanes *(MTC & CMAs)*	• ***Try before we buy*** – Initiate regional HOT lane analysis later this year *(MTC & Caltrans)*
• ***Try before we buy*** – Complete environmental studies for two HOT lanes demonstration projects in Santa Clara County *(VTA)*	• ***Try before we buy*** – Refine designs for local HOT lanes based on experience in Minneapolis *(MTC, Caltrans & CMAs)*
Resolution 3434	
• ***TOD policy*** – Continue station area planning efforts and corridor planning *(MTC, ABAG, CMAs, transit operators & local agencies)*	
• ***Support Prop. 43 retention*** – Secure Prop. 42 payback and enact legislation to prevent future suspension *(Partnership)*	
• ***Robust earmarks*** – Continue to support Resolution 3434 earmark requests in annual appropriations cycles *(MTC & transit operators)*	
Goods Movement	
• ***I-880 corridor improvements and maritime projects*** – Coordinate with BTH on state Goods Movement Action Plan *(MTC, Port of Oakland, EDAB)*	• ***I-880 corridor improvements*** – Pursue earmark for ITS/freight project in I-880 corridor and advocate for projects in SB 1024 *(MTC & Port of Oakland, Bay Area World Trade Center)*
	• ***Options to expand capacity in I-580*** – Work with Port of Oakland and San Joaquin COG on short haul railroad implementation plan *(MTC, Port of Oakland, SJCOG)*
	• ***I-880 and I-580 corridor improvements*** – Establish local Freight Advisory Board to address various goods movement issues *(MTC, Partnership)*
	• ***I-880 and I-580 corridor improvements*** – Work with West Coast Corridor Coalition to take advantage of new programs and flexibility in reauthorization *(MTC, Partnership)*

Attachment B
Transportation 2030 Calls to Action Status

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role / MTC Section
Road Maintenance					
1) Condition funds Fix roads shortfall formula so it does not rely solely on maintenance shortfall	• Local Streets and Roads (LS&R) Committee proposed new allocation formula based on population, mileage, arterial-collector shortfall. Includes performance-based, off-the-top incentive for local jurisdictions. • LS&R Committee proposed hybrid allocation formula for 3rd Cycle STP/CMAQ program	• Review of proposed hybrid formula for 3rd Cycle STP/CMAQ Program • Review of proposed new allocation formula for next RTP update • Consider conditioning funding for road rehabilitation on implementation of freeway ramp metering program	High	High	Partnership LS&R Committee & PTAC MTC BHO & P&A
2) Devote more sales tax Increase share *3) Self-help for every county* new transportation sales taxes	• Seven of nine counties now have current transportation sales taxes	• Solano and Napa now considering new sales tax for 2005 or 2006 (Solano prior sales tax devoted about 25% Napa prior sales tax devoted about 36%) • Little for MTC to do directly at this time	Medium	Low – not much for MTC or partners to weigh in on	CMAs MTC Planning
4) Strengthen Prop. 42 Limit suspension	• Governor's proposed $1.3 billion in fiscal year 05-06 first step in right direction • Various legislative fixes in the works – requires constitutional amendment • Included in MTC Legislative Program	• Secure payback for funds borrowed in prior fiscal years • Enact legislation to prevent future suspension	Medium	High – continue legislative program priority	Partnership Leg Committee MTC LPA

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Transit Maintenance					
1) Condition funds Change funding policies to encourage agencies to invest adequately in rehabilitation	• 10% of FTA formula funds set aside for distribution based on ridership and revenue generation	• Consider formula based on ridership and revenue generation for $170 million in additional FTA Section 5307 funds (summer 2005)	High	Medium –	Partnership Transit Finance Committee & PTAC MTC P&A
2) Extend useful life Longer vehicle replacement life	• Exploring new capital needs model, "State of Ideal Repair", which considers capital needs to support system reliability and bases asset replacement on use and age	• Set aside resources to update and enhance capital needs inventory and develop software to track "State of Ideal Repair"	High	High	Partnership Transit Finance Committee & PTAC MTC P&A
3) Devote more sales tax Increase share	• Seven of nine counties now have current transportation sales taxes	• Only Solano and Napa have new sales tax measures; neither operator has significant shortfall per T-2030 • As existing sales taxes come up for renewal in the future, advocate transit maintenance	Medium	Low – not much for MTC or partners to weigh in on	CMAs MTC Planning
4) Transit consolidation	• Commission direction to look at institutional and functional consolidation of existing and future commuter rail services in RM2 Regional Rail Plan • Commission support for East Bay Suburban Bus Efficiency Study • Solano County initiating consolidation discussion	• RM2 Regional Rail Plan will assess rail operator governance issues (summer 2005) • Develop and implement institutional and/or functional consolidation recommendations • Support Solano County's effort as appropriate	Medium	High – Commission priority	Affected transit agencies BART, Caltrain, and MTC for RM 2 Regional Rail study MTC Planning and P&A
5) Additional sales tax for BART	• None to date • Budget woes trump all else; likely fare increase/service reductions first order of business	• No opportunities likely in the near future	Low – at this time	Low – not ready at this time	BART MTC P&A

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
State Highway Maintenance					
1) Index gas tax	• Included in MTC Legislative Program	• No action likely due to lack of legislative interest	Low	Low – little legislative interest	Partnership Leg Committee MTC LPA
2) Increase truck weight fees	• None to date	• No action likely due to lack of legislative interest	Low	Low – little legislative interest	Partnership Leg Committee MTC LPA
3) Trim the STIP to support the SHOPP Direct more State Highway funds into SHOPP	• 2006 STIP and SHOPP estimates to be adopted in August. Expect to see growth in SHOPP compared to 2004. (summer 2005)	• If actual State Highway Account revenues exceed estimates, advocate for proportional share to SHOPP	High	Medium – discussion now on 2006 policies	Partnership Board & PTAC MTC P&A

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Improve Regional Operations Programs					
1) Increase vehicle registration fees for incident management	• Several counties pursuing their own fee increases for local traffic mitigation among other purposes (Marin, Napa, Alameda, Contra Costa, Santa Clara, San Mateo) • Included in Legislative Program	• Discussion on region-wide fee not likely since fee is being pursued on county-by-county basis	**Low** – regional fee **High** – county fees	**Low** – counties pursuing their own initiatives	MTC & CMAs MTC LPA
2) Complete instrumentation of the freeway for incident response	• Regional funds dedicated to CCTV upgrades for first two years • State has indicated commitment to provide $40 million a year for system to improve incident detection and response (subject to CTC action, fall 2005)	• Develop and implement projects to be funded through state commitment	**High**	**Medium** – maintain current level of effort	MTC & Caltrans MTC BHO & TCI
3) Regional ramp metering	• Implemented metering at Route 237/I-880 interchange • Studies complete and implementation underway on I-580 in Livermore and US 101 in southern San Mateo County	• Complete implementation on I-580 in the Tri-Valley and US 101 in San Mateo • Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade	**High** – Livermore and San Mateo County **Medium** – other areas	**High** – renewed interest	Caltrans, MTC & local jurisdictions MTC BHO
4) Improve arterial operations	• T-2030 commits to 3 more years of regional funding • Ongoing work with Smart Corridors Task Force	• Develop long-term funding plan and commitment by local jurisdictions for re-timing signals • Smart Corridors Task Force developing long term funding proposal for next RTP update	**Low**	**Medium** – locals to fund their own programs after 3 years	MTC & local jurisdictions MTC BHO
5) Clear incidents Improve communications	• Creating communications gateway for CHP to communicate with four north bay counties in event of a major collision or security incident • Incident management procedures review underway • CHP implemented CLEAR program with increased motorcycle patrols on I-80.	• Review gateway communications program and, if successful, expand • Implement recommendations to improve incident management when review is complete	**High**	**High** – maintain current level of effort	CHP, Caltrans & MTC MTC BHO & LPA

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Air Quality					
1) Spare the Air Program *2) Car scrappage* *3) Auto catalytic converter retrofit* *4) Retrofit buses and heavy duty vehicles to reduce particulate matter*	• $1M/yr funding to air district for Spare the Air • Commission adopted $20M Clean Air in Motion program over two years. Program including funding for Free Transit on Spare the Air days, car scrappage and auto catalytic converter retrofit • Implementing $17M PM bus retrofit with operators and Air District over two years	• Work with Air District to identify funding strategies for other transportation emissions reduction programs • Develop program strategy with CARB to implement catalytic converter retrofit • Develop other programs as appropriate to demonstrate attainment of federal/state standards	Medium	Medium – continue ongoing coordination with Air District and CARB	BAAQMD, MTC & transit operators MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Access to Mobility					
1) *Remove state-imposed barriers to coordinated programs* 2) *Loosen Medicaid restrictions* Allow non-emergency trips	• MTC supports SB 20 as amended; bill would extend California's pilot Low-Cost Auto Insurance Program • Included in MTC's 2005 Legislative Program to identify new funding sources for transit operations	• Little for MTC to do at this time. Not able to move forward due to lack of state support.	Low	Low – continue ongoing effort as opportunities arise	Partnership Leg Committee MTC LPA & Planning
3) *Fine-tune TLC and HIP* Address mobility barriers	• TLC/HIP guidelines revised to recognize importance of accessibility • New TLC projects programmed fall 2004. New HIP projects programmed summer 2005	• Seek EDAC guidance on specific barriers to be examined further through TLC/HIP design review	High	Medium – continue ongoing effort	MTC, CMAs & local jurisdictions MTC Planning
4) *Think beyond the bike* Make paths of travel to fixed-route transit accessible	• Station Area Plan Program guidelines and Regional Bike and Pedestrian Program criteria reflect importance of accessibility. Station Area Plan Program guidelines require development of pedestrian-oriented design standards and policies, which would address accessible paths of travel • Regional Pedestrian Districts planning effort focuses on pedestrian access to transit and will reflect importance of accessibility	• With local jurisdictions and CMAs, review Station Area Planning efforts to ensure they include pedestrian-oriented design standards • Implement recommendations from the Regional Pedestrian Districts planning effort	High	Medium – continue ongoing effort	MTC, CMAs & local jurisdictions MTC Planning
5) *Enhance local demographic information*	• MTC preparing a report that will profile demographic information and travel characteristics for Bay Area seniors, youth, disabled and low-income residents	• Amend SRTP guidelines to include standards for operators to collect demographic information	High	High	MTC & transit operators MTC Planning
6) *Identify strategies for enhanced use of taxis*	• Taxi symposium in May 2005 • Marin County stakeholder meeting	• Sponsor follow-up planning study and pilot programs to test innovative use of taxi services	Medium	High	MTC, transit operators, taxi companies & social service agencies MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Lifeline					
1) Finish what's been started Complete Community-based Transportation Plans	• 5 plans completed • 5 additional plans underway • Leadership transitioned to CMAs	• Complete CBTPs by 2007 • Seek additional funding for projects identified in CBTPs	High	High – continue ongoing effort	CMAs & transit operators MTC Planning
2) Target new Lifeline funding	• Lifeline transitioning to CMAs • Guidelines for CMA programs • Lifeline "bridge" funding to be allocated through CMAs	• CMAs to program new Lifeline funds in 2006	High	High – continue ongoing effort	MTC & CMAs MTC Planning and P&A
3) Put local dollars to work Ensure that strategies to address needs are included in local sales tax programs and other efforts	• Completed CBTPs identify needs • CMAs to take ownership of CBTPs • Lifeline "bridge" funding to be allocated through CMAs	• Complete CBTPs by 2007 • Leverage funds in existing sales tax measures and encourage new measures to set aside funding for CBTP recommendations • Encourage CMAs to engage with community stakeholders	Medium	High – continue ongoing effort	CMAs & transit operators MTC Planning
4) Increase JARC funding	• Included in Legislative Program • House and Senate reauthorization bills would increase funding level • Proposal to make JARC program formula-based under consideration by the Conference Committee	• Little to do while discussions continue on reauthorization	High	Medium – continue ongoing effort	MTC, local jurisdictions & social service agencies MTC LPA
5) Make the land-use connection	• TOD policy includes incentive for "below-market" housing (50% bonus toward corridor threshold) • HIP call for projects includes affordable housing incentives • Evaluation criteria include consideration if TLC project is located in a community of concern	• Ensure that local agencies adopt local area plans that include policies for low-income housing, as required by TOD policy • Monitor county HIP programs with respect to incentives	High	High – continue ongoing effort	MTC, CMAs, local jurisdictions & transit operators MTC Planning
6) Identify strategies to increase access to autos	• CBTP transportation solutions include auto-oriented strategies • MTC supports SB 20 as amended; bill would extend California's pilot Low-Cost Auto Insurance Program • Literature review underway	• Evaluate existing programs nationwide • Host a workshop or symposium to strategize about opportunities to improve access to autos • Implement pilot project to improve access to autos	Medium	Medium	MTC, CMAs

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Bicycle & Pedestrian					
1) Routine accommodation	• MTC initiating study of implementation by Caltrans and local jurisdictions (summer 2005) • RTIP funding policies reference routine accommodation • TIP and RTIP web-based application includes checklist to screen for routine accommodation	• Complete study of routine accommodation and articulate next steps	Medium	High – continue ongoing effort	MTC, CMAs & Caltrans MTC Planning and P&A
2) Support Safe Routes to School	• Senate reauthorization bill includes additional funding • MTC helping TALC/EBBC implement $20M RM2 Safe Routes to Transit Program	• Continue to support Caltrans' current Safe Routes to School Program	High	Medium – continue ongoing effort	MTC & CMAs MTC Planning and LPA
3) Increase sales tax funding for bicyclists and pedestrians	• Most new sales tax measures in 2004 included higher levels for bike/pedestrian projects • Regional bike/pedestrian program provides credit for counties with substantial sales tax proceeds for bike/pedestrian projects	• Encourage Solano and Napa counties to consider sales tax funding share for	Medium	Low – little to do at this time	CMAs MTC Planning
4) TLC for bicyclists and pedestrians	• Continues to be TLC eligible; several projects funded • Many CMAs have indicated that local TLC funds will go to bike and pedestrian projects	• Continue to monitor and assess what share of TLC funds are going to improvements serving cyclists and pedestrians	Medium	Low – monitor ongoing effort	MTC & CMAs MTC Planning
5) Develop more comprehensive data on walking and bicycling levels and safety	• MTC SafetyTAP program reviewed data collection and analysis by select jurisdictions • Collision Analysis Task Force developing handbook • MTC bicycle and pedestrian count program in operation for 4th year • California Pedestrian Committee reviewing SWITRS reporting procedures	• Outreach and education campaign in conjunction with release of the collision analysis handbook	Medium	High – continue ongoing effort	MTC

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Seamless Transit					
1) Full TransLink® implementation	• Full roll out proceeding, slowly	• Continue to support full roll out through completion	**High**	**High** – continue ongoing effort	TransLink® Consortium MTC TCI
2) Establish regional system of hubs *3) Improve customer information services*	• Completed 1st Phase of Transit Connectivity study – identified key hubs • First round of RM 2 real time transit information funding complete • Real time information for Muni light rail available on 511	• Complete Phase 2 of Transit Connectivity Study – confirm hubs; identify hub improvements, traveler information needs, and "last mile " gaps; develop guidelines for regional way-finding signage • Develop implementation plan and identify funding for Connectivity Study recommendations • Develop architecture for assembling real time transit information from operators in 511 and expand coverage	**High**	**High** – continue ongoing effort	MTC & transit operators MTC Planning and TCI
4) Transit consolidation	• Commission direction to look at institutional and functional consolidation of existing and future commuter rail services in RM2 Regional Rail Plan • East County consolidation study underway • Solano County initiating consolidation discussion	• RM2 Regional Rail Plan will assess rail operator governance issues (summer 2005) • Develop and implement East County institutional and/or functional consolidation recommendations • Support Solano County's effort as appropriate	**Medium**	**High** – Commission priority	Affected transit agencies BART, Caltrans & MTC for RM 2 Regional Rail study MTC Executive Office (Ann) & Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Land Use					
1) TOD Policy Condition transit funds on supportive land use	• TOD study data and case studies on current and projected land uses around Res. 3434 stations • TOD policy adopted summer 2005	• Complete TOD study • Continue work with transit operators, local jurisdictions on station area and corridor planning	High	High – continue ongoing effort	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
2) Provide more land use planning funds	• TLC planning cycle in 2005 • $2.5M pilot Station Area Plan funding program launch summer 3005 for select Res. 3434 projects • T-PLUS funding to CMAs	• Evaluate and potentially expand future Station Planning program • Evaluate first three years of T-PLUS program; consider renewal	High	High - MTC, CMAs, transit operators, local agencies	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
3) Create smarter suburbs	• Several CMAs using T-PLUS program to look at land use beyond Res. 3434 extension corridors • MTC, ABAG, STA and SACOG applied for grant to study concept along the I-80 corridor	• Identify funding source to direct some station area planning grants to suburban communities (e.g., eastern Contra Costa, Sonoma and Marin counties) • Partner with CMAs to develop county-level TLC programs partly aimed at suburban communities	Medium	High - MTC, CMAs, transit operators, local agencies	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
4) Joint interregional planning projects	• ABAG coordinating planning with Lake/Mendocino and San Joaquin • Caltrans inter-regional study to look at southern (SR 156) gateway • MTC, ABAG, STA and SACOG received grant to coordinate inter-regional smart growth efforts and assist STA and SACOG with inter-regional travel forecast effort	• Complete current studies and identify next steps	Medium	High – Commission priority	MTC, ABAG, MCOG, SJCOG, SACOG and affected CMAs MTC Planning
5) Monitor smart growth Quantify progress	• ABAG/MTC agreement with FTA & FHWA to monitor progress toward achieving Projections 05 policy forecasts • JPC formed to further smart growth policies and monitor progress • MTC reviewing survey data on travel patterns of persons living near transit	• Work with FTA, FHWA and US EPA to develop an acceptable Smart Growth monitoring process for Projections 05 • Further research on travel behavior of TOD residents: literature review and scoping future studies to develop better information on why people choose to live in TODs	High	Medium – continue ongoing effort	JPC MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Safety					
1) Complete seismic retrofit	• Toll bridge seismic retrofit complete for San Mateo-Hayward and Benicia-Martinez toll bridges. Underway for Bay Bridge and Richmond-San Rafael Bridge • Approximately 70 local bridges identified as needing repairs • AB 144 establishes financial plan for Bay Bridge East Span seismic project and transfers financial and oversight of state toll bridge seismic program to BATA. • BART seismic bond	• Assess seismic needs for Dumbarton and Antioch toll bridges • All local bridge seismic needs expected to be met by the end of 2008 • Secure additional funding for BART system seismic retrofit • Implement AB 144, including administration, contracting and financial transitions	High	High – continue ongoing effort	MTC & Caltrans MTC Executive Office, BHO & LPA
2) Vehicle registration fee for safety and security	• Several counties pursuing their own fee increases for local traffic mitigation among other purposes (Marin, Napa, Alameda, Contra Costa, Santa Clara, San Mateo) • Included in Legislative Program	• Discussion on region-wide fee not likely since fee is being pursued on county-by-county basis	Low – regional fee High – county fees	Low – counties pursuing their own initiatives	MTC & CMAs MTC LPA
3) Analyze traffic collision data	• Included in State of System but no regionwide, systematic approach • MTC Task Force developing guidelines for local jurisdictions to conduct collision analysis	• Develop a strategy and identify funding for regional collision analysis	Medium	Medium – develop strategy	MTC, Caltrans, CHP and local jurisdictions MTC Planning & BHO
4) Coordinate security efforts *5) Increase federal homeland security funding*	• MTC working with Department of Homeland Security and local agencies to coordinate funding given to Bay Area operators • FTA security assessments complete • Transit operator security training • Increased federal funding to urban areas and rail operators in fiscal years '03, '04 and '05. • Included in Legislative Program	• Integrate regional transit security with overall urban security strategy • Continue to advocate for more funding and direct funding by need instead of formula	High	High – continue ongoing effort	MTC, California OHS & transit operators MTC Planning & BHO; LPA for funding

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
HOT Lanes					
1) Try before we buy *2) Help from our friends*	• Alameda County CMA, VTA, Caltrans, CHP and MTC working on I-680 Smart Carpool Lane implementation– 2009 start-up. • Alameda CMA conducting initial studies to assess feasibility in I-580 corridor for second authorized demonstration project • VTA completed 1st phase of countywide HOT lanes – priority of SR 85 and US 101	• Develop design, communications plan, concept of operations for I-680 Smart Carpool Lane. Complete environmental review. • VTA to complete implementation and environmental studies for two demonstration projects in Santa Clara County • MTC to initiate 1st phase of regional HOT lane analysis later this year – co-sponsored and funded by Caltrans • Refine designs for local HOT lanes based on experience in Minneapolis	High	High – continue ongoing effort	MTC, Caltrans & CMAs MTC Planning
3) HOT legislation	• Likely that feds will allow more HOT lanes on interstates though reauthorization • State legislative initiatives would broaden authority to implement HOT lanes • Included in Legislative Program	• Monitor state and federal legislative efforts	Medium	High – continue ongoing effort	MTC & CMAs MTC LPA

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Resolution 3434					
1) TOD Policy Condition transit expansion funds on land use	• TOD policy adopted summer 2005 conditions Res. 3434 expansion projects on planning for supportive land uses	• Continue to work with transit operators and local jurisdictions in station area planning efforts and corridor planning	**High**	**High** – continue ongoing effort	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
2) Robust earmarks	• Working with legislative delegation • In MTC's legislative program	• Continue to support earmark requests in annual appropriations cycles	**High**	**High** – continue ongoing effort	MTC & transit operators PLA & P&A
3) Support Prop 42 retention	• Governor's proposed $1.3 billion in fiscal year 05-06 first step in right direction • Various legislative fixes in the works – requires constitutional amendment • Included in MTC's Legislative Program	• Secure payback for funds borrowed in prior fiscal years • Enact legislation to prevent future suspension	**Medium**	**High** – continue legislative program priority	Partnership Leg Committee MTC LPA
4) Support sale tax passage	• Seven of nine counties have local sales tax programs in place. • Napa and Solano considering new sales tax measures; neither county has Resolution 3434 project funding needs	• None identified at this time	**N/A**	**Low** – not much for MTC to do at this time	Solano and Napa CMAs MTC Planning P&A
5) Support High Speed Rail (HSR)	• Bond measure likely moved to 2008	• MTC to conduct Regional Rail Plan that will update Statewide HSR ridership/revenue model and define promising Central Valley/Bay Area HSR alignments	**Medium**	**Medium** – continue ongoing effort	MTC, BART, Caltrain, CHSRA, transit agencies, CMAs MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Goods Movement					
1) I-880 corridor improvements *2) Maritime projects* Improve port access *3) Options to expand capacity in I-580*	• ITS earmark sought for I-880/580 corridors • I-880 interchanges included in Projects of National/Regional Significance • I-880 and I-580 improvements Included in BTH Goods Movement Action plan • I-580 Truck climbing lanes now part of Resolution No. 3434 freeway improvement package • Earmark requested for inland rail shuttle in I-580 corridor	• Work with federal agencies and local federal delegation on ITS funding opportunities in I-880 corridor • Work with Port of Oakland and San Joaquin COG on short-haul railroad implementation plan in I-580 corridor • Coordinate with BTH on state Goods Movement Action Plan prioritization and funding strategies • Advocate for Bay Area projects in SB 1024 • Work with West Coast Corridor Coalition to take advantage of new programs and flexibility in reauthorization • Establish local Freight Advisory Board to address various goods movement issues	High	High – continue ongoing effort	MTC, ACCMA, Port of Oakland, Partnership MTC Planning
4) Develop land use strategies Preserve land for freight-related uses	• Raised topic in local and statewide discussions	• Work with ABAG and consultant to identify freight-critical land uses that should be preserved • Work with local agencies to coordinate truck route planning • Assess how local ordinances impact night/off-peak deliveries	Medium	High – develop work plan	MTC, ABAG, Port of Oakland, local jurisdictions MTC Planning

Key to Acronyms and Abbreviations

ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
BTH	Business, Transportation & Housing Agency
CARB	California Air Resources Board
CBTP	Community Based Transportation Plan
CHP	California Highway Patrol
CHSRA	California High Speed Rail Authority
CMAs	Congestion management agencies
CMAQ	Congestion Mitigation and Air Quality Improvement Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HIP	Housing Incentive program
ITS	Intelligent Transportation Systems
JPC	Joint Policy Committee
MCOG	Mendocino Council of Governments
MTC BHO	MTC Bridge and Highway Operations section
MTC LPA	MTC Legislation and Public Affairs section
MTC P&A	MTC Programming and Allocations section
MTC Planning	MTC Planning section
MTC TCI	MTC Transit Coordination and Information
Partnership Leg Committee	Partnership Legislation Committee
Partnership LS&R	Partnership Local Streets and Roads Committee
PTAC	Partnership Technical Advisory Committee
RTIP	Regional Transportation Improvement Program
RM 2	Regional Measure 2
SACOG	Sacramento Area Council of Governments
SJCOG	San Joaquin Council of Governments
STA	Solano Transportation Authority
STIP	State Highway Improvement Program
STP	Surface Transportation Program
SHOPP	State Highway Operations and Protection Program
TLC	Transportation for Livable Communities program
T-PLUS	Transportation Planning and Land Use Solutions program
TOD	Transit oriented development
VTA	Valley Transportation Authority

STA
Solano Transportation Authority

DATE: October 6, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
Dale Dennis, PDMG
RE: I-80/I-680 Interchange and North Connector Project Implementation

Background:
STA staff has been working with project consultants, Caltrans and 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, one for the I-80 HOV Lanes project, one for the North Connector Project, and one for the Balance of the Interchange Complex (I-80/I-680/SR 12 Interchange PA/ED).

Last month the STA Board approved the following plan to move forward with the I-80 HOV Lanes project and the North Connector project.

1) I-80/I-680/SR 12 Interchange. Based on recent strategic discussions and consistent with the I-80/I-680/I-780 Corridor Study, STA staff has developed a plan to move the I-80 HOV Lanes (from Red Top Road to Airbase Parkway) forward as a separate project. The HOV lanes would be constructed within the existing median and would not require additional right-of-way and environmental impacts appear to be minor. Presented below is a Preliminary Schedule for advancing the I-80 HOV Lanes (Red Top Road to Airbase Parkway) based on local agency implementation and moving forward with detailed preliminary design for the project.

I-80 HOV Lanes (Red Top Road to Airbase Parkway)
Preliminary Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Document	11/05	02/07
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	11/05	02/07
Final Design - Plans, Specs. & Estimates (PS&E)	03/07	02/08
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (subject to available funding)	06/08	09/10

2) North Connector. Based on recent strategic discussions and consistent with the I-80/I-680/I-780 Corridor Study, the preliminary plan includes a joint effort whereby the City of Fairfield would be the lead agency for implementing the Central Section of the North Connector (within the City of Fairfield) and the STA would be the lead agency for implementing the East Segment of the North Connector. STA, Fairfield and County staff are continuing to work on the financial plan for the project. Presented below is a Preliminary Schedule for advancing the East Segment of the North Connector (the portion for which STA would be the lead agency).

North Connector – East Segment Preliminary Schedule		
	Planned	
Phase-Milestone	Start Date	Completion Date
Environmental Document	10/02	05/06
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/06
Final Design - Plans, Specs. & Estimates (PS&E)	06/06	12/06
Right-of-Way Activities /Acquisition (R/W)	06/06	03/07
Construction (subject to available funding)	06/07	12/08

The next steps/actions required to move forward with the implementing the I-80 HOV Lanes project and the N. Connector project (East Segment) are included in the following section.

Discussion:

Last month the STA Board approved the above strategy for advancing the implementation of the I-80 HOV Lanes (Red Top Road to Airbase Parkway) project and the North Connector project and authorized the Executive Director to implement the strategy. Presented below is the first set of activities required for expedited implementation.

1) RM2 Funding Request

The first step in advancing the I-80 HOV Lanes project and the N. Connector project (East Segment) will be to obtain a RM2 funding allocation from the Metropolitan Transportation Commission (MTC). A funding request of $2.5 million is required for preparation of the environmental document and detailed preliminary engineering for the eastern section of the North Connector project and a funding request of $6.5 million is required for preparation of the Environmental Document, including detailed preliminary engineering for the I-80 HOV Lanes. As a condition of the RM2 funding allocation request, STA is required to adopt a resolution (attached) stating:

- The STA approves the enclosed Initial Project Report (IPR) for RM2 Project 7
- The STA requests funding allocation for RM2 Project 7
- The STA is capable of delivering the projects for which it is the lead agency for implementation.

- The STA will abide by the statutes, guidelines and policies of RM2, which had previously been reviewed and found acceptable by the STA's legal counsel.

2) Negotiate a Project Agreement with the City of Fairfield and Solano County
STA staff is moving forward with the preparation of a three-way project agreement between STA, the City of Fairfield and Solano County. The agreement will be brought to the STA Board for approval once it is completed.

3) Issue the RFP for Design Consultant for the North Connector (East Segment)
The Draft Environmental Document will be completed over the next few months. The implementation strategy calls for moving forward concurrently with detailed preliminary engineering. Based on the progress of the completion of the environmental document, staff is recommending the Board authorize the Executive Director to issue a Request for Proposals for a consultant to prepare detailed preliminary engineering. The Request for Proposals would be issued in late October, with the goal of bringing a recommendation to the Board for approval at the December 2005 or January 2006 Board Meeting.

4) I-80 HOV Lanes Project Implementation
The joint venture of Mark Thomas & Co (MTC0)/Nolte has been working on the Environmental Document for the I-80/I680/SR 12 Interchange (I/C) for the past three years. The project has been delayed due to the time required to complete the Truck Scales Relocation Study and the difficulties in completing the development of the new Solano-Napa Travel Demand Model. The I-80 HOV Lanes were added to the I/C project in the Fall/Winter 2004. The recently adopted implementation strategy includes moving the I-80 HOV Lanes project forward as an independent project with a separate environmental document, including detailed preliminary design. Based on the progress and status of the I/C environmental document, staff is recommending the Board approve a contract amendment of $5.469 million, to a not to exceed amount of $12.879 million, for the MTCo/Nolte contract to proceed with the preparation of the separate environmental document and detailed preliminary engineering for the I-80 HOV Lanes project. The proposed scope and budget to provide these services are described in more detail in the attached letter from Mark Thomas & Company dated October 5, 2005.

Recommendation:
Approve the following:

1. Adopt the attached Resolution 2005-07 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for $2.5 million for detailed preliminary engineering for the eastern section of the North Connector project and $6.5 million for preparation of the Environmental Document, including detailed preliminary engineering for the I-80 HOV Lanes.
2. Authorize the Executive Director to issue a Request for Proposals (RFP) to retain a consultant to prepare detailed preliminary engineering for the N. Connector (East Segment).
3. Approve a contract amendment of $5.469 million to a not to exceed amount of $12.879 million and authorize the Executive Director to execute a contract amendment with MTCo/Nolte to proceed with the preparation of the separate environmental document and detailed preliminary engineering for the I-80 HOV Lanes project.

Attachment:

A. Resolution 2005-07 - Resolution of Project Compliance: RM2 Capital Allocation Request

B. Letter from Mark Thomas & Company dated October 5, 2005

SOLANO TRANSPORTATION AUTHORITY
RESOLUTION # 2005-07

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE NORTH CONNECTOR PROJECT AND THE I-80 HOV LANES PROJECT FOR FY 2005-06

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses

ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request for the environmental phase with MTC for Regional Measure 2 funds in the amount of $9,000,000.00 for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

_____
Mary Ann Courville, 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 12, 2005.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of October 2005 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Acting Clerk of the Board

October 5, 2005

81-52008-B (.164)

Mr. Dale Dennis
Project Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: I-80/680/12 INTERCHANGE PROJECT
I-80 HOV LANES ENVIRONMENTAL DOCUMENT AND DETAILED PRELIMINARY DESIGN

Dear Mr. Dennis:

The MTCo / Nolte Joint Venture is pleased to present the following proposal to amend our scope of services related to the I-80/I-680/SR-12 Interchange Project. At your request we have reviewed the additional scope and effort necessary to prepare the environmental clearance for the I-80 HOV lanes as an independent project separate from the remainder of the I-80/I-680/SR-12 Interchange work. Also, we have included scope to perform final design engineering for the I-80 HOV project to support the environmental effort and to expedite project delivery. At this time, this scope and budget amendment request only includes the effort necessary for the Environmental Clearance and Preliminary Detailed Design (approximately 84% of the final design budget).

The estimated additional budget necessary to prepare the environmental clearance for the I-80 HOV lanes is $469,813 and for detailed preliminary design is $5,000,000. The total amount of our request is ***$5,469,813.***

Please call if you need any additional information to evaluate our request. We would welcome an opportunity to further discuss our request.

Sincerely,

MARK THOMAS & COMPANY, INC.

Michael J. Lohman, PE
Vice President

c: Trudy Presser, Nolte Associates

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.
1243 Alpine Road, Suite 222, Walnut Creek, CA 94596-4431
ph. 925/938-0383 ♦ fx. 925/938-0389

STA
Solano Transportation Authority

DATE: October 4, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: STIP/RM 2 Fund Swap to CCJPA Track Improvements and Future Rail Service

Background:
Regional Measure 2 (RM 2) authorized a $1 bridge toll increase on state owned bridges in the Bay Area and was approved by voters on March 2, 2004. MTC staff has estimated that the new $1 bridge toll for the seven State Owned Bridges will generate approximately $2.4B over a 30 year timeframe, with an annual revenue stream of approximately $125M.

RM 2 included 36 capital projects and 14 specific planning and operation projects designed to reduce congestion in each of the bridge corridors including funds for the I-80/I-680/SR 12 Interchange, Vallejo Station, Solano County Intermodal centers and improvements to Capitol Corridor/Union Pacific tracks and the planned Fairfield-Vacaville station along I-80/I-680 corridor in Solano County.

As a result of RM 2 funding proposals made by the Solano Transportation Authority and the Capitol Corridor Joint Powers Authority to MTC, the following RM 2 funded Capitol Corridor – related project was approved as follows:

Project Title
Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor

Project Description
Fund track and station improvements, including the Suisun Third main and Fairfield New Station

Toll Funding
$25M

Project Sponsors
Capitol Corridor Joint Powers Authority and Solano Transportation Authority

The intent of the RM 2 funds was to reduce traffic congestion and provide additional alternative modes of travel over two state-owned bridge corridors in Solano County (in this case this project would benefit both the Benicia-Martinez and the Al Zampa – Carquinez bridges). The scope of this project was intended to improve the highest priority railroad track problem in Solano County and construct Phase 1 of the proposed Fairfield-Vacaville Train Station. In 2002-03, when STA and CCJPA submitted their RM 2 applications, and since pending track capacity and demand modeling through Solano County and the rest of the Capitol Corridor system the had not been completed, it was not yet determined precisely which priority track improvements would be

needed next. Track projects such as the Suisun Third Main track, Bahia Viaduct/Industrial siding project were later analyzed in more detail.

In about 2002, after further discussions with the Union Pacific, CCJPA concluded that the Suisun Third Main track would not address the train congestion through Solano County and initially concluded that the Bahia Viaduct/Industrial siding project was needed next. However, after further examination, it was determined that this approximately $10M Bahia Viaduct/Industrial siding project would only reduce the travel time for a typical Capitol Corridor train about 40-60 seconds and was not a cost effective use of these funds nor would it substantially improve train performance. In the past few months, the CCJPA has re-scoped the project to a more cost effective project (i.e. $2.750 - $5.0M project), identified as "cross-over tracks" in the same vicinity as the Bahia Viaduct, which would result in a similar savings of time without the environmental impacts, relocation of an existing pipeline permit issues and costs of the previously proposed siding project.

Since 1995, the STA and member agencies having proposed new stations along the Capitol Corridor (Benicia, Dixon, and Fairfield/Vacaville) have been working actively toward evaluating, prioritizing, funding three new rail stations along the Capitol Corridor in Solano County including:

In both the 2002 and 2004 State Transportation Improvement Program (STIP) for Solano County, the following funds were programmed by the STA Board for new train stations and track improvements as follows:

Fairfield-Vacaville Train Station:	$2.225M
Benicia Intermodal station	$1.325M
Bahia Viaduct Track Siding	$1.0 M
	$4.55 M

As part of the above STIP programming amounts, funds to commence the environmental and preliminary engineering for the Fairfield-Vacaville Train Station ($125,000 in 2005-06) and the Benicia Intermodal Station ($225,000 in 2005-06) were set aside for these purposes. The remainder of these funds, or $4.2M, were programmed for construction purposes.

STA has been an active member of the Capitol Corridor Joint Powers Board (CCJPB) since its early years when this intercity service was operated by the State of California and the Joint Powers Authority was formed in 1997. The new Vision Plan for the Capitol Corridor, updated in June 2005, committed to building a constructive working partnerships with riders, the local communities, Amtrak, the Union Pacific railroad and the State. An objective of maintaining an average 90% on- time performance standard for Capitol Corridor trains and reducing travel time by up to 12% by improving track infrastructure to allow for faster train travel were core objectives of the plan.

The recently completed Draft Oakland- Auburn Regional Rail Study (approved by the STA Board on June 8, 2005) supported the three new train stations for Solano County (Fairfield-Vacaville, Dixon and Benicia) and proposed that they be completed and available for passenger rail service in 2010, 2015 and 2020 respectively. The study also assumed that the

necessary track improvements were required improvements for the Fairfield-Vacaville Train Station (i.e. Tolenas Industrial siding project) and the Bahia Viaduct Track improvements (later re-scoped to a cross-over project) would be in place as part of or before the next Capitol Corridor Station at Fairfield-Vacaville was placed into service (expected by 2010).

In addition, the Capitol Corridor Joint Powers Board , in co-operation with the Union Pacific Railroad has a number of on-going track improvement projects planned to improve the reliability for both passenger as well as freight trains. One of the immediate objectives of the CCJPB is to increase daily train service from Oakland to San Jose. Currently, there are only four trains a day that extend south of Oakland plus six motor coaches. The main reason that more trains cannot run through to San Jose is because of the single track along this portion of the Capitol Corridor/U.P. right-of-way). Improvements to these tracks will allow three additional passenger trains (total of seven a day) to run between Oakland and San Jose plus Union Pacific will be able to run at least two long haul freight trains (that currently run along the I-80 portion of the Capitol Corridor. Increased numbers of freight trains over the past few years has been one of the main reasons why the Capitol Corridor on-time performance has varied widely in the past year (from about 74% to 94% in any given month).

Discussion:

Recently, the Capitol Corridor Joint Powers Authority (CCJPA) staff made a proposal (Attachment A) to STA staff to swap RM 2 funds to STA in exchange for Solano County's STIP funds that are available during or before FY 2007 (preferably July 2006 or earlier). These RM 2 funds are part of the $25M RM2 project as described above. The CCJPA has estimated a $9.5M increase in project costs for the CCJPA/UPRR Oakland-San Jose track improvement project. The project, when completed in mid 2006, will allow for improved reliability, reduced travel times, and increased Capitol Corridor trains to/from San Jose (at least 7 daily round trips) and along the entire Capitol Corridor line which includes Solano County.

The CCJPA is proposing to swap approximately $5M in RM 2 funds for $4.2M in Solano County STIP funds that could be available at the start of FY 2007 or earlier that would be the last key component for the CCJPA's resolution of Oakland-San Jose track project funding shortfall. This swap would fully fund the Oakland-San Jose track improvement project. Concurrently, the CCJPA has been required to re-examine the Benicia-Bahia Siding RM 2 Project due to pipeline issues and the environmental and permitting requirements with relocating this pipeline. As such, the original $7.75M in CCJPA RM 2 funds for this project has been reduced to $2.75M for a smaller scale crossover project near the Bahia Viaduct, thereby freeing up $5M in RM 2 funds for the proposed fund swap.

Since the CCJPA cannot use these RM 2 funds for the Oakland-San Jose track project, they are looking for partners to swap their funds with these RM 2funds. Knowing that the STA and CCJPA are recipients of RM 2 funds for track and station improvements in Solano County, the CCJPA requested that STA help the CCJPA and provide a funding swap. The CCJPA is looking to prepare the initial elements of the funding applications within the next 3-4 weeks. An amendment to the RM 2 legislation expected to occur in 2006 maybe necessary to ensure the RM 2 funds can be used for the Benicia Intermodal Station. Staff recommends adding this to the list of 2006 legislative priorities.

STA staff is supportive of this proposal fund swap because it would provide various short and long range benefits to both the and STA, member agencies and the CCJPA including:

1. Providing more local funds (i.e. non-state funds) for the construction of the Fairfield-Vacaville Train Station (approx. a $1.25M increase).
2. Assisting CCJPA improve one of the worst track bottlenecks along the Union Pacific tracks, thus improving overall system performance by improving capacity and reliability for increased passenger rail service between Oakland and San Jose as well as for trains continuing on through Solano County, Yolo, and Sacramento counties.
3. Building additional partnerships between STA, CCJPB and the Union Pacific Railroad.
4. Elevating the priority and long-term support for new Solano County stations being proposed for Fairfield-Vacaville, Dixon and Benicia.
5. Leveraging and gaining more support for additional potential funds to complete the safety and infrastructure improvements and station improvements currently being planned for and adjacent to the Fairfield-Vacaville Train station (i.e. possible PUC grade separation funds and the potential swap of ITIP funds from the Roseville Yard to the Fairfield-Vacaville station subject to CCJPB and CTC approval).

In order to ensure a CCJPB commitment to the future provision of intercity rail service to future Solano County rail stations, staff is recommending support for the CCJPB requested STIP/RM 2 fund swap subject to the following two provisions:

1. The CCJPB commit to providing Capitol Corridor intercity rail service to the proposed Fairfield/Vacaville rail station upon completion of the Phase 1 of the station; and
2. The CCJPB provide staff technical assistance to the STA and the City of Dixon in the development of platform, track and station design for the proposed Dixon Intermodal Station.

Recommendation:

Approve the following:

1. Approve, in concept, the proposed swap of $4.2M of Solano County STIP funds for $5.0M of RM 2 funds; and
2. Authorize the Executive Director to negotiate a funding agreement with the CCJPB subject to CCJPB commitment for providing rail service to the new Fairfield – Vacaville Train Station and staff technical support for the new Dixon Intermodal Station.

Attachments:

A. Letter dated October 4, 2005 from David Kutrosky, CCJPA Deputy Director of Finance and Planning describing the proposed RM 2 – STIP swap
B. Draft Capitol Corridor Track Improvements and Solano County Rail Stations STIP-RM 2 Fund Swap Summary

ATTACHMENT A

CAPITOL CORRIDOR

October 4, 2005

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

SUBJECT: Proposed Funding Swap – CCJPA RM-2 Funds For STA 2006 STIP PTA Funds

As a follow up to our phone conversations, I wanted to put down in writing the CCJPA's proposal to provide RM-2 funds to STA in exchange for STA funds that are available during or before FY 07 (preferably July 2006 or earlier). As I stated, the CCJPA is anticipating approximately a $9.5M increase in project costs for the CCJPA/UPRR Oakland-San Jose track improvement project. The project, when completed in mid 2006, will allow for improved reliability, reduced travel times, and increased Capitol Corridor trains to/from San Jose (at least 7 daily round trips).

For the purposes of our discussions, the CCJPA is proposing to swap approximately $5M in RM-2 funds for $4.225M in STA 2006 STIP PTA or other funds that could be available at the start of FY 07 or earlier that would be the last piece in the puzzle for the CCJPA's resolution of Oakland-San Jose track project funding shortfall.

As you know, $25M in RM-2 funds is slated for Solano County Capitol Corridor projects. Working with Solano TA, we had identified a split of $17.25M for the Fairfield/Vacaville Station (and any track improvements) and $7.75M for CCJPA projects. Due to pipeline issues and the environmental and permitting requirements with relocating a pipeline in right-of-way, the CCJPA re-scoped the project. The revised project scope is a track crossover project near the Bahia Viaduct that would require $5M with $2.75M in RM-2 funds and a match of $2.25M in future CCJPA ITIP funds, thereby freeing $5M in RM-2 funds for the proposed fund swap. The table below summarizes the revised funding plan:

	Initial Project	Revised Project
Proposed RM-2	$7.75M	$2.75M
Match	$2.25M	$2.25M
TOTAL PROJECT	$10.0M	$5.0M
Balance CCJPA RM-2	$2.25M	**$5.0M (proposed swap to Solano TA)**

Since the CCJPA cannot use these RM-2 funds for the Oakland-San Jose track project, we are looking for partners to swap their funds with these RM-2 funds. Knowing that the STA and CCJPA are recipients of RM-2 funds for track and station improvements in Solano County, the CCJPA hopes that STA could help the CCJPA and provide a funding swap.

I do not know what STA's schedule is for responding to this proposal, but the CCJPA is looking to prepare the initial elements of the funding applications within the next 2-3 weeks. I believe that this funding swap proposal provides benefits to both the CCJPA and STA. If you have any questions, please do not hesitate to contact me at 510-464-6993.

Sincerely,

David B. Kutrosky
Deputy Director Finance and Planning

cc: Eugene K. Skoropowski, CCJPA Managing Director

10/05/2005

Capitol Corridor Track Improvements and Solano County Rail Stations
Draft 2006 STIP
STIP-RM2 Fund Swap Summary
(in millions)

	Current			Staff Proposed Swap			Without Swap		
Project	STIP	RM2	Total	STIP	RM2	Total	STIP	RM2	Total
Fairfield/Vacaville Rail Station	$ 2.489	$ 17.250	$ 19.739	$ -	$ 20.996	$ 20.996	$ 2.946	$ 17.250	$ 20.196
Benicia Intermodal Station	$ 1.254	$ -	$ 1.254	$ -	$ 1.254	$ 1.254	$ 1.254	$ -	$ 1.254
Bahia Viaduct Improvements	$ 1.000	$ 7.750	$ 8.750	$ -	$ 2.750	$ 2.750	$ -	$ 7.750	$ 7.750
Dixon Intermodal	$ -	$ -	$ -	$ 0.543	$ -	$ 0.543	$ 0.543	$ -	$ 0.543
Capitol Corridor Track Improvements	$ -	$ -	$ -	$ 4.200	$ -	$ 4.200	$ -	$ -	$ -
Total	$ 4.743	$ 25.000	$ 29.743	$ 4.743	$ 25.000	$ 29.743	$ 4.743	$ 25.000	$ 29.743
Capitol Corridor Rail Service	???			YES			???		

ATTACHMENT B

STA
Solano Transportation Authority

DATE: October 3, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Programming of the 2006 State Transportation Improvement Program (STIP)

Background:
The State Transportation Improvement Program (STIP) is a multi-year capital improvement program. STIP funding is split 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans, and 75% to the Regional Transportation Improvement Program (RTIP), decided by regional agencies. The STIP cycle is programmed every two years and covers a five-year period.

During the 2002 RTIP cycle, a total of $33.5M in programming capacity was available for Solano County. Those funds were primarily distributed into 5 projects: 1) the I-80/680 Interchange ($10M), 2) the Jepson Parkway ($10M), 3) the Vallejo Intermodal Station ($5M), 4) the Intermodal Rail Station Projects (for Fairfield/Vacaville, Dixon, and Benicia; $5M), and 5) Local Road Rehabilitation Projects ($2M). (The remaining $1.5M went to STIP planning, programming, and monitoring funds (STIP-PPM), and STIP reserve.)

Two years later, the 2004 STIP was at a virtual standstill due to the state budget crisis and the diversion of transportation funds to the General Fund. The 2004 STIP fund estimate provided a "Zero-STIP" where no additional STIP funds were made available to counties beyond what was currently programmed in the 2002 STIP. The 2004 STIP became a reprogramming exercise, pushing the 2002 STIP projects to later years to cover the five-year 2004 STIP period (FY 2004-05 to FY 2008-09).

No significant allocations have occurred in the STIP since June 2003. However, with the restoration of Proposition 42 funding to transportation in FY 2005-06, the California Transportation Commission (CTC) has resumed allocations in the STIP program beginning in July 2005. The CTC has proposed an allocation plan that would fully allocate FY 2005-06 programming in the following areas: public transportation account eligible projects, transportation enhancement projects, planning, programming and monitoring activities, and local bridge rehabilitation projects. In addition, the allocation plan would also make $500M available statewide through September 2005, on a first-come first- serve basis, for capacity increasing and operational improvements on highways and local roads.

As part of the 2002 STIP, approximately $2M in Solano County RTIP funds were programmed to 8 Local Streets & Roads projects (LS&R), one per agency. Those LS&R projects were pushed back to FY 2006-07 during the 2004 STIP reprogramming exercise. According to the CTC's current allocation plan, local streets and roads rehabilitation projects fall low on the priority list. The likelihood of receiving a STIP allocation for

local road rehabilitation projects in the near future is very slim. In order to move the projects forward, STA staff proposed a strategy to "swap" the STIP funds with funds from the upcoming SAFETEA Cycle 3 STP funds for local road rehabilitation. Solano County is expected to receive approximately $3.4M in STP funds for LS&R from SAFETEA Cycle 3. Staff proposed to replace the $2M in LS&R projects with $2M of STP funds. Projects programmed with Federal STP funds will require a local match of 11.47%. The project sponsors will be able to program the freed-up STIP funds to other STIP projects in their jurisdiction. However, for cities that do not have other projects in the STIP (Dixon, Rio Vista, and Suisun City), one option proposed is to contribute the funds to the Jepson Parkway project, which benefits the county by providing locals with an alternative to driving I-80, or the option to reprogram to another STIP eligible project in the county. The STA Board approved the LS&R fund swap strategy at their September 14th meeting.

Discussion:

The CTC is preparing for the 2006 STIP cycle, covering the period from FY 2006-07 to FY 2010-11. The CTC approved the 2006 STIP Fund Estimate (FE) and Policies and Procedures at the September 29th CTC meeting. MTC is anticipating new programming capacity with the 2006 STIP for the outer years (FY 2009-10 and FY 2010-11). Approximately 75% of new STIP funds will be from the Public Transportation Account (PTA) for public transportation related projects. To reflect that, CTC is currently discussing the policy of dedicating 75% of the estimated new capacity exclusively toward PTA eligible projects (i.e. transit projects).

The proposed 2006 RTIP Policies and Procedures are similar to the 2004 STIP with the exception of changes made by CTC. An MTC memo regarding the 2006 RTIP development and the 2006 RTIP Policies and Procedures are attached for your review. MTC requested comments on the regional policies and procedures by September 30th. The most prominent changes regarding local project delivery include:

- In accordance with new federal and state rules, a project must be encumbered by the award of a construction contract within six-months of CTC allocation.
- Implementing agencies must invoice against allocated funds at least once in a six-month period following allocation of funds, until project close out. Funds not invoiced at least once in a 6-month period are subject to de-obligation from the project. Funds not invoiced at least once in a 12-month period are permanently lost to the region.

CTC released a draft STIP Fund Estimate on September 23rd, which was ultimately approved on September 29th. The Fund Estimate revealed that Solano County would receive $13.787M in new STIP programming capacity for FY 2009-10 and FY 2010-11. STA staff recommended and the STA TAC agreed to distribute the new STIP capacity as follows:

Vallejo Station	$ 5.000M
I-80 HOV Lane project	$ 5.000M
Jepson Parkway	$ 2.571M
Vacaville I-80/I-505 Weave Correction	$ 1.000M
Planning, Programming and Monitoring (PPM)	$ 0.216M
Total	$13.787M

Additionally, Capitol Corridor recently approached STA with a proposal to swap $4.2M of Solano County STIP funds for approximately $5M in RM2 funds. (See Agenda Item VIII.A.) The agreement would allow the swapped STIP funds to be used for track improvements in Santa Clara County. In return, Solano County would receive approximately $5M in RM2 funds as well as an agreement from Capitol Corridor to receive rail service for the Fairfield/Vacaville Rail Station on the year of its completion. The STIP funds would be taken from the following projects:

Fairfield/Vacaville Rail Station	$2.489M
Benicia Intermodal Station	$1.254M
Bahia Viaduct Track Improvements	$1.000M
Total	$4.743M

Since Capitol Corridor only needs $4.2M in STIP funds, STA staff is proposing that the remaining $543K be programmed to the Dixon Intermodal Station project. The $5M of RM2 from Capitol Corridor will be distributed as follows:

Fairfield/Vacaville Rail Station (with rail service)	$3.746M
Benicia Intermodal Station	$1.254M
Total	$5.000M

At the TAC meeting, some concern over the source and reallocation of the Capitol Corridor's RM2 funding was brought up by the City of Fairfield. An amendment to RM2 legislation anticipated to take place in 2006 may be required to add the Benicia Intermodal Station as a specific recipient of these specified RM2 funds. The STA TAC unanimously approved the RM2 fund strategy and the programming of new STIP funds at their meeting on September 28th.

Recommendation:
Approve the programming of Solano County's $13.787M in new 2006 STIP funds as listed on Attachment A.

Attachments:
A. Proposed distribution of $13.787M in New STIP Programming Capacity
B. Updated Solano County 2006 STIP Funding Program

Proposed Distribution of $13.787M in New 2006 STIP Programming Capacity

Vallejo Station	$ 5.000M
I-80 HOV Lane project	$ 5.000M
Jepson Parkway	$ 2.571M
Vacaville I-80/I-505 Weave Correction	$ 1.000M
Planning, Programming and Monitoring (PPM)	$ 0.216M
Total	$13.787M

DRAFT

UPDATED 2006 STIP COUNTY SHARES
(RTIP Only)
($1,000s)

As of 10/04/2005

Agency	Rte	PPNO	Project	Total	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	R/W	CON	E&P	PS&E	Notes
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)	26		26						26			Alloc: 06-07
Vallejo	ferry	2260	Vallejo Ferry Terminal, Parking	1200	1200									1200	Alloc: April 2006
Vallejo	ferry	2261	Baylink Ferry Maint. Facility	425	425							425			Alloc: Jan 2006
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	125	125									125	Alloc: Jan 2006
Benicia	rail	6045M	Intermodal transit station, Benicia	225	225								225		Lapse to 2008 STIP
MTC		2152	PPM	29	29							29			
MTC/STA		2263	PPM	38	38							38			Alloc rec'd: June 2005
MTC	res	5152A	TE Reserve	1629	1629							1629			Must alloc. by Apr 2006
	Prior Commitments (Not Part of 2006 STIP Target)			3697	3671	26						2147	225	1325	
Dixon			Dixon Intermodal Facility	543		543								543	new project from RM2 swap remainder
CapCorrJPA			Capitol Corridor Improvements	4200		4200						4200			RM2-STIP Swap with CapCorr
Vacaville			I-80/505 Weave Correction	1000						1000		1000			new project from 2006 STIP capacity
Caltrans	37	5201D	Napa River-Sonoma Bl, planting	441		441						441			CT confirmed; will allocate in 06-07
Vallejo	ferry	2260	Vallejo ferry terminal, parking	11528				6528		5000		11528			[$6100+$428(Vjo Is&r)] + $5M new STIP
STA	loc	5301	Jepson Parkway (I-80 reliever)	15009				12438		2571		15009			combined Jepson (general pot)+CMAQ Match
STA	loc	5301	Jepson Parkway (I-80 reliever)	661				661				661			is&r: VV(342)+DX(105)+RV(74)+SC(140)
STA	loc	5301	Jepson: Vanden Rd widen (Sol. Co)	8293			2400	5893			2400	5893			$2400+$5500+$393(SolCo Is&r)
STA	loc	5301	Jepson: Walters Rd. ext (Fairfield)	3300				3300				3300			confirmed by FF
STA	loc	5301K	I-80/680 Interchange	16412			11412			5000		16412			move to 07-08 + new STIP
Benicia	loc	6045A	West K Street, W 9th to Military W overl	0		~~154~~						~~154~~			to Ben Interm. 10-11
Dixon	loc	6045B	So. Lincoln St. West A-Hillview, overlay	0		~~105~~						~~105~~			to Jepson 06-09
Fairfield	loc	6045C	Hillborn Rd. Waterman-Putah S. Canal,	0		~~364~~						~~364~~			to FF/VV Train Station 07-08
Solano Co.	loc	6045D	Daily Rd., Locke Rd. Sikes Rd., overlay	0		~~393~~						~~393~~			to Jepson Vanden 08-09
Suisun City	loc	6045E	Emperor Dr., Petersen Rd, rehab	0		~~140~~						~~140~~			to Jepson 08-09
Vacaville	loc	6045F	Nut Tree Rd, Ulatis-Orange, resurfacing	0		~~342~~						~~342~~			to Jepson 08-09
Vallejo	loc	6045G	Lemon St., Curtola Pkwy-Sonoma Bl., re	0		~~428~~						~~428~~			to Vjo Station 08-09
Rio Vista	loc	6045H	Front St., Main-Gertrudes, overlay	0		~~74~~						~~74~~			to Jepson 08-09
MTC	mat	2170	CMAQ match reserve	0		~~178~~						~~178~~			to Jepson 08-09
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	0			~~2489~~					~~2489~~			(RM2 SWAP) $2125+364(FF Is&r)
CapCorrJPA	rail	6045L	Bahia Viaduct Track & Bridge Upgrade	0			~~1000~~					~~1000~~			(RM2 SWAP)
Benicia	rail	6045M	Intermodal, transit station, Benicia	0						~~1264~~				~~1264~~	(RM2 SWAP) $1100+154(Ben Is&r)
MTC		21522	PPM	155		29	29	32	32	33		155			Awaiting exact PPM figures from MTC
MTC/STA		2263	PPM	257		39	39	60	60	59		257			Awaiting exact PPM figures from MTC
	Total Non-TE Subject to Reprogramming in 2006 STIP			61799	61799	5252	13880	28912	92	13663	2400	58856	0	543	
											61799				
MTC	res	5152A	TE Reserve	2736		346	603	626	571	590		1769			
	Total TE Subject to Reprogramming in 2006 STIP			2736		346	603	626	571	590	0	1769	0	0	
			TOTAL STIP + TE	64535	64535	5598	14483	29538	663	14253					

2004 STIP Non-TE	48012
New Capacity 2006 STIP Non-TE	13787
2006 STIP Target Non-TE	61799

1. Proposed $4.2M in STIP-RM2 Swap for Capitol Corridor from FF/VV Rail Station, Bahia Improvements, Benicia Intermodal = $4.743M. Remainder ($543k for Dixon Intermodal)

WITH STIP-RM2 SWAP

ATTACHMENT B

STA
Solano Transportation Authority

DATE: October 3, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Jepson Parkway Status, Schedule and Contract Amendment with Jones and Stokes, Inc. to Complete EIR/S

Background:
In 1998, approximately $28M in federal and state funds were programmed by the STA Board for the Jepson Parkway Project.

In 2000, the STA Board approved the Jepson Parkway Concept Plan that proposed a 4-lane roadway connecting Vacaville, Solano County, Fairfield and Suisun City from I-80 at Leisure Town Road to SR12 at Walters Road. The project is divided into 10 segments for design and construction purposes and incorporates and improves various existing two-lane roadway segments and intersections along the corridor. The only completely new roadway segment would be Walters Road Extension, if Alternative B is ultimately selected.

This project is one of the four priority projects in Solano County supported by the STA for federal funding. Two federal grants were authorized in 1998 in the TEA-21 federal reauthorization bill for transportation - $2.35M for Walters Road Widening between Bella Vista Drive and E. Tabor Avenue and $12.1M for any segment of the Jepson Parkway. The $12.1M was distributed by the STA Board as follows: $400K for the Vanden/Peabody Intersection realignment; $2.2M for Walters Road Extension; and $9.5M for the I-80/Leisure Town Road Interchange. At the February 2003 Board meeting, the STA Board authorized using all of the federal earmark funds to move projects to construction since timely allocation of State Transportation Improvement Program (STIP) funds were in jeopardy and to ensure that future federal and STIP funds replace funds moved to other segments.

Under the new federal reauthorization bill (SAFETEA) recently signed by the President, the Jepson Parkway received an earmark of $3.2M. These federal dollars are identified specifically for improvements at the North and South Gates of Travis Air Force Base, and the widening of the Vanden Road segment in Solano County.

Four construction projects on the Jepson Parkway were previously cleared with separate environmental documents and have been completed: the extension of Leisure Town Road from Alamo to Vanden Road (Vacaville); the relocation of the Vanden/Peabody intersection (Fairfield and County of Solano); improvements to three Leisure Town Road bridges (Vacaville) and the Walters Road widening project (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) is currently under construction and is expected to be completed in 2006 and the other three segments were recently constructed.

The Environmental Impact Report/Study (EIR/S) for the remaining segments of the project commenced in 2000 as a programmatic EIR/S. Jones and Stokes Associates, Inc. and the project development team consisting of Fehr and Peers Transportation Consultants and Mark Thomas and Co., civil engineers, were selected to conduct the study. In 2001, 11 alternatives were considered and evaluated through the National Environmental Policy Act (NEPA) Section 404 MOU Integration Process with various federal agencies including the U.S. Fish and Wildlife Service (USFWS), Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers ("Corps"). Four alternatives and a no build alternative were ultimately selected to be analyzed in the environmental document including:

Alternative A - No Action
Alternative B - Leisure Town Road/Vanden Road/Cement Hill Road/Walters Road Extension/Walters Road
Alternative C - Leisure Town Road/Vanden Road/Peabody Road/Air Base Parkway/Walters Road
Alternative D - Leisure Town Road/Vanden Road/Peabody Road/Huntington Drive/Walters Road
Alternative E - Peabody Road/Air Base Parkway /Walters Road

In fall 2001, after further consultation with participating member agencies, Caltrans, and FHWA, a decision was made to provide additional detailed documentation and analysis to make the document a project level EIR/S. The main benefit of a project level EIR/S is that all necessary federal and state consultation is conducted during the EIR/S review process (i.e. biological assessments, historical and cultural assessments), that no further environmental documents will be required for any of the member agencies and that STIP funds can then be allocated into the next priority segments, immediately after the Record of Decision (ROD) is certified and published in the Federal Register. However, this meant that each of the four alternatives would require substantially more data collection, analysis, mapping and review time than originally expected.

To meet the requirements of a project level EIR/S, two years of survey data had to be conducted for certain endangered species (i.e. Contra Costa Goldfields and vernal pool invertebrates). In addition, property line maps entitled "Area of Potential Effect" (APE), precisely delineating the final study boundaries for each of the four build alternatives had to be developed and later revised multiple times to meet the changing requirements of the State Historic Preservation Office (SHPO), Caltrans and Federal Highway Administration (FHWA).

In summer 2002, project descriptions and detailed, large-scale plan line maps for each of the four alternatives were initiated. These tasks were completed in fall 2003. In fall 2003, after biological surveys and traffic model projections were completed, the project team commenced preparation of the sixteen required technical studies (at the same level of detail for each of the four alternatives) including: natural environment, wetland delineation, biological assessment, cultural resources, hydrology, water quality, traffic impact, air quality, noise, socioeconomic (community impact and relocation impacts report), visual resources, hazardous materials and Section 4(f) report (impacts to public parks and public facilities).

By fall 2004, the various technical studies were completed and most of them have now received round one comments from Caltrans (except for the Community Impact Analysis/Relocation

Impact Report). Since the remaining comments are expected from Caltrans during the next few weeks, and in order to stay on the new schedule, the project team is now progressing into the development of the Administrative Draft of the EIR/S, which will be provided to the Jepson Parkway Working Group (including staff representatives from each of the four participating STA member agencies, STA, Caltrans and FHWA) for review and comments. The goal is to circulate the Draft EIR/S by May 2006, or about six months after the biological assessment is submitted to the USFWS by FHWA, currently expected to occur in November 2005 per the revised schedule. If the biological opinion from USFWS services takes longer than six months to obtain (the average review time for these type of opinions), then the Draft EIR/S would be released soon after the opinion is eventually received.

In January 2005, the project development team convened a meeting with staff from USFWS and the FHWA primarily to discuss the results of the initial alternatives analysis, particularly for Alternative "B" (Walters Rd. Extension). Preliminary calculations indicated that Alternative "B" had the most acreage of impacts on vernal pools and endangered species habitat. Because the impacts on wetlands would exceed ½ acre, STA would be required to obtain an individual permit from the Corps under Section 404 of the Clean Water Act. The individual permit process requires public notice and comment, and the EPA-Section 404(b)(1) Guidelines that govern issuance of individual permits would apply. The guidelines stipulate that no discharge of dredged or fill material in waters of the U.S. may be permitted "unless appropriate and practicable steps have been taken to minimize all adverse impacts associated with the discharge." The Corps could only permit the "Least Environmentally Damaging Practical Alternative" (or LEDPA). The LEDPA is essentially the alternative that would result in the least amount of filled waters. As evaluated on a case-by-case basis, the Corps may permit an alternative that does not have the least amount of fill, if there are other significant adverse environmental effects associated with the alternatives(s) that would result in less fill.

As a result of the USFWS meeting, and in order to ensure that Alternative "B" could ultimately meet the requirements of NEPA and the EPA Section 404(b)(1) Guidelines, the STA in consultation with the City of Fairfield and other working group members decided to conduct additional surveys during spring 2005 and prepare revised alignments for Alternative "B" to help minimize environmental impacts to natural and biological resources. Those additional biological surveys were completed in August 2005.

On June 1, 2003, the most recent contract amendment was executed that added additional or revised scope of work and funding to the Jones and Stokes, Inc. contract (Amendment No. 5). On June 8, 2005, the STA Board authorized the Executive Director to extend the current EIR/S contract with Jones and Stokes, Inc. until September 30, 2005 (Amendment No. 6). The remaining contract balance in the Jones and Stones contract has now been fully expended. To date, about $1.55M has been programmed and budgeted for the project to complete various EIR/S technical studies, APE and plan line maps and surveys and project management activities including approximately $1.321M STIP funds, $0.185M federal demonstration funds and $46,250 local matching funds.

Discussion:
Since the last two contract amendments were approved in 2003 and 2005 respectively, STA staff has developed a new schedule, remaining scope of work and cost estimate for the completion of the environmental document covering the balance of the project segments identified in the concept plan. The document does not cover the improvements associated with the Fairfield-Vacaville Intermodal Train Station or the North and South Gate Improvements to Travis Air Force Base – those are independent projects with separate environmental documents. However, depending on which alternative is ultimately selected, the remaining segments of Jepson Parkway will be cleared by this document.

The environmental document is now anticipated to be completed in January 2007, and will require a contract amendment of $240,000. The STA staff has identified funding of $140,000 in the approved FY 2005-06 STA budget and an agreement with the City of Fairfield to provide the remaining $100,000, which will be considered as a contribution towards the city's portion of the Jepson Parkway improvements, particularly for the additional survey and engineering data that was required for the Walters Road Extension realignment analysis conducted in spring and summer 2005. The City of Fairfield has identified this allocation in their FY 2005-06 budget, and it is anticipated that the financial agreement will be approved by the Fairfield City Council in October or November 2005.

The updated schedule anticipates that the Environmental Impact Report and Study (EIR/S) will receive a Final Record of Decision by February 2007. Currently, round two documents for most of the required technical studies are being reviewed by Caltrans. A significant amount of delay has occurred trying to complete additional surveys and develop an alternative alignment for Walters Road from Air Base Parkway to Cement Hill Road. In August 2005, the results of those surveys were preliminarily quantified and a revised alignment showing significantly less biological impact was prepared. The alternative presented in the draft document will avoid most of the critical habitat identified in this area, making the environmental impacts comparable in level of biological impacts to the other project alternatives.

The major impediments to maintaining this schedule are the reviews by the State Historic Preservation Office (SHPO) and the U.S. Fish and Wildlife Service (USFWS). In particular, the USFWS has a backlog of work associated with highway projects in the Bay Area. Every effort will be made to provide the USFWS all information necessary to issue their determination.

Meetings were held in August 2005 with the City of Fairfield and the County of Solano, and there is consensus that the alternative alignment moving forward as Alternative "B-3" through the existing detention basin is satisfactory. This alignment will extend Walters Road from Air Base Parkway (near the intersection of Huntington Drive) with a railroad overhead above the Union Pacific Railroad corridor, a bridge over the McCoy Creek, and a viaduct over the detention basin, with a gradual curve into the Cement Hill Road to make a new intersection at this point.

Costs/Funding Sources
The Jepson Parkway Project cost estimates are being updated in the EIR/S for each alternative. With updated cost estimates being determined in the next few weeks, primarily to incorporate the necessary mitigation and additional structures or flyovers for Alternatives B and C as required for the environmental review process, it is expected that the costs for the basic roadway project

will increase over the $143M estimated in 2003. To date, a total of about $80M of federal, state and local funds have been programmed to complete the first four project segments and portions of the next segment(s), leaving an estimated remaining balance of over $70M (based on current assumptions). This includes about $23M of existing programmed (but unallocated) 2004 State Transportation improvement (STIP) funds currently programmed for Jepson Parkway segments in FY 2006-07 and FY 2007-08. After meetings were conducted with the various project sponsors, staff is recommending shifting all existing Jepson STIP funds (as part of the 2006 STIP amendments) to FY 2007-08, FY 2008-09 and about $2.4M of new STIP programming capacity for the project, recommended for FY 2010-11. It is expected that additional funds will be recommended for the project as part of the 2008 STIP program (as well as in future STIP and federal earmark cycles) until the project is fully funded.

Approximately $17.3M of the project includes special costs (i.e. non-roadway enhancements) that were originally identified in the Jepson Parkway Concept Plan. These special projects included such items as sound walls, rail crossing upgrades, Class 1 bikeways, fiber optic conduit and telephone pole relocations that, although not critical to funding the primary roadway improvements, would enhance and fully implement the original design concept. It is assumed that most of these special costs would be funded either from discretionary regional or countywide programs (i.e. County Bicycle/Pedestrian Program, Regional or County TLC Program, clean air funds, etc.) and local impact fees.

During the past few years, funding for special projects or adjacent projects related to and directly benefiting the Jepson Parkway Project have also been secured including:

Jepson Parkway (Walters Road) Bikeway and Transit Connections (TLC):	$ 0.5M
Fairfield-Vacaville Train Station (RM 2, STIP and local funds)	$29.0M
North and South Access Gates to Travis Air Force Base (federal earmark)	$ 3.2M

Once the 2006 STIP is approved and the Draft EIR/S is ready to be released in spring 2006 (including a proposed mitigation program), STA will facilitate a meeting to reconcile overall project cost estimates for each remaining segment, reaffirm project sequencing priorities and develop complete funding plans for the remaining sections.

On September 28, 2005, the Jepson Parkway Subcommittee met (including Board Members and/or alternates representing the member agencies that will be implementing the various Jepson Parkway segments), reviewed the milestones and status of the project and unanimously forwarded the recommended actions to the STA Board. Later that same day, the STA TAC also unanimously supported the recommendation.

Fiscal Impact:
The additional costs associated with the completion of the EIS/R can be funded through the approved STA FY 2005-06 budget, currently budgeted for $140,000, and with the proposed supplemental allotment provided through a $100,000 funding commitment by the City of Fairfield, resulting in a revised STA Budget of $240,000 to complete the remaining Jepson Parkway EIR/S consultant services.

Recommendation:

Approve the following:

1. The updated schedule for the completion of the Jepson Parkway EIR/S; and
2. Amended STA Budget for consultant services for the Jepson Parkway EIR/S totaling $240,000; and
3. The Executive Director to execute a funding agreement with the City of Fairfield to provide $100,000 for the completion of the Jepson Parkway EIR/S; and
4. The Executive Director to execute a contract amendment with Jones and Stokes, Inc. to complete the additional scope of work necessary to complete the Jepson Parkway EIR/S for an amount not to exceed $240,000.

Attachments:

A. Jepson Parkway Major Milestone Chart
B. Jepson Parkway Alternative Alignments for EIR/S
C. New schedule for the completion of the EIR/S
D. Proposed revised alignment for Jepson Parkway Alt. B (Walters Road Ext.)
E. Cost estimates and scope of work for contract amendments 7 and 8 with Jones and Stokes, Inc. to complete the Jepson Parkway EIR/S for an amount not to exceed $240,000.

JEPSON PARKWAY MILESTONE CHART

MILESTONE	DATE
$28M ~~million~~ in Federal and State Funds Programmed	Summer, 1998
First Community Workshops	Fall, 1998 (Vanden HS) Spring, 1999 (Vacaville)
Concept Plan completed & approved by STA Board	May, 2000
FHWA asks STA to participate in Federal Consultation process	July, 2000
Initial Steps in Federal Consultation process completed	July, 2001
STA Board approves "Project Level" EIS & 4 alternatives	
Project Description & Plan Line for 4 alternatives initiated	August, 2002
Project Description & Plan Line for 4 alternatives completed	October, 2003
Environmental Technical Studies (Round 1) completed	November, 2003
Environmental Technical Studies (Round 1) completed	October, 2004
US Fish & Wildlife Service Meeting	January, 2005
Additional Surveys of Alt. B initiated	March, 2005
Modified alignment of Alt. B completed	August, 2005
Preparation of Administrative Draft EIS/R initiated	September, 2005

ATTACHMENT B

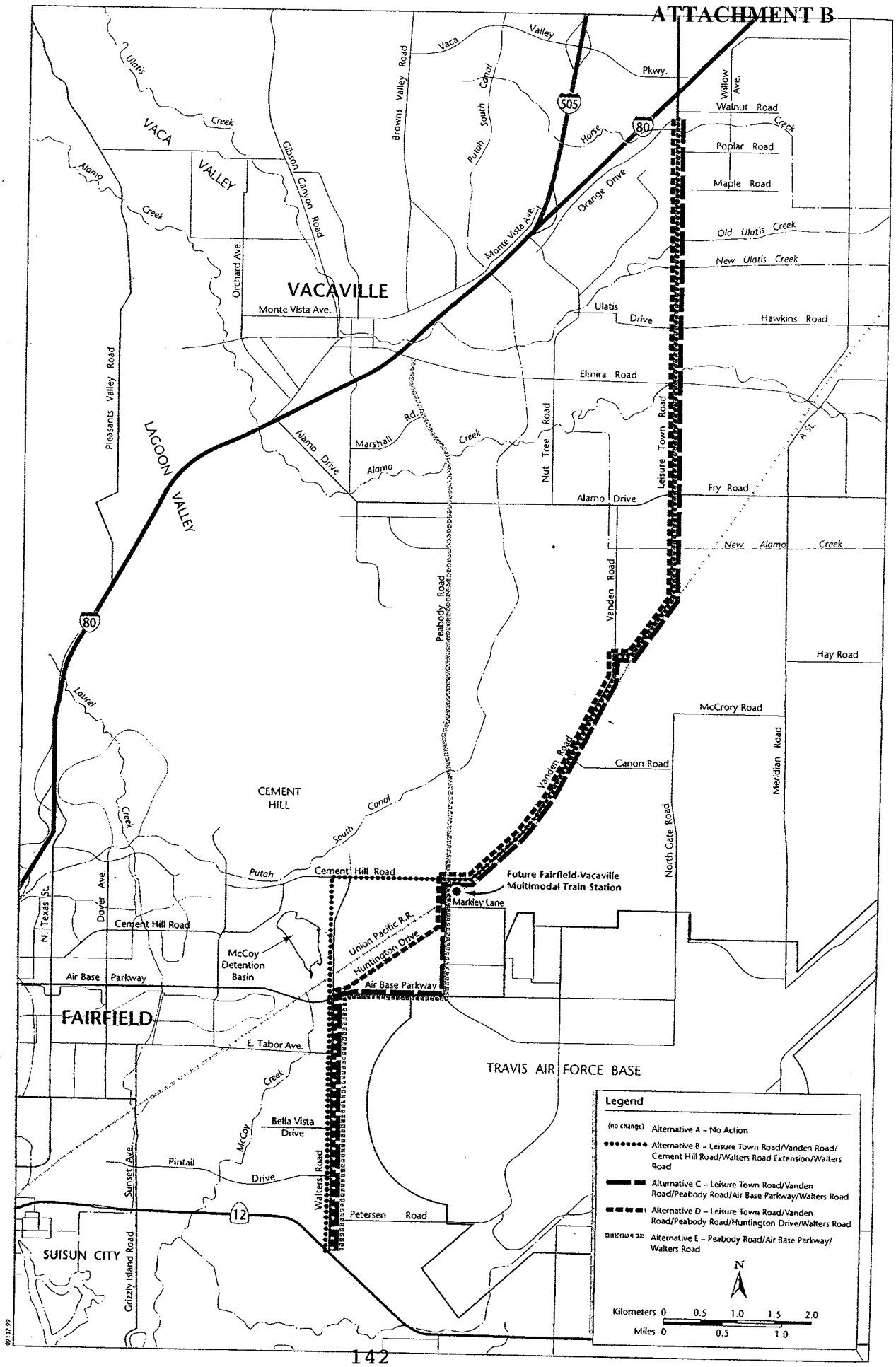
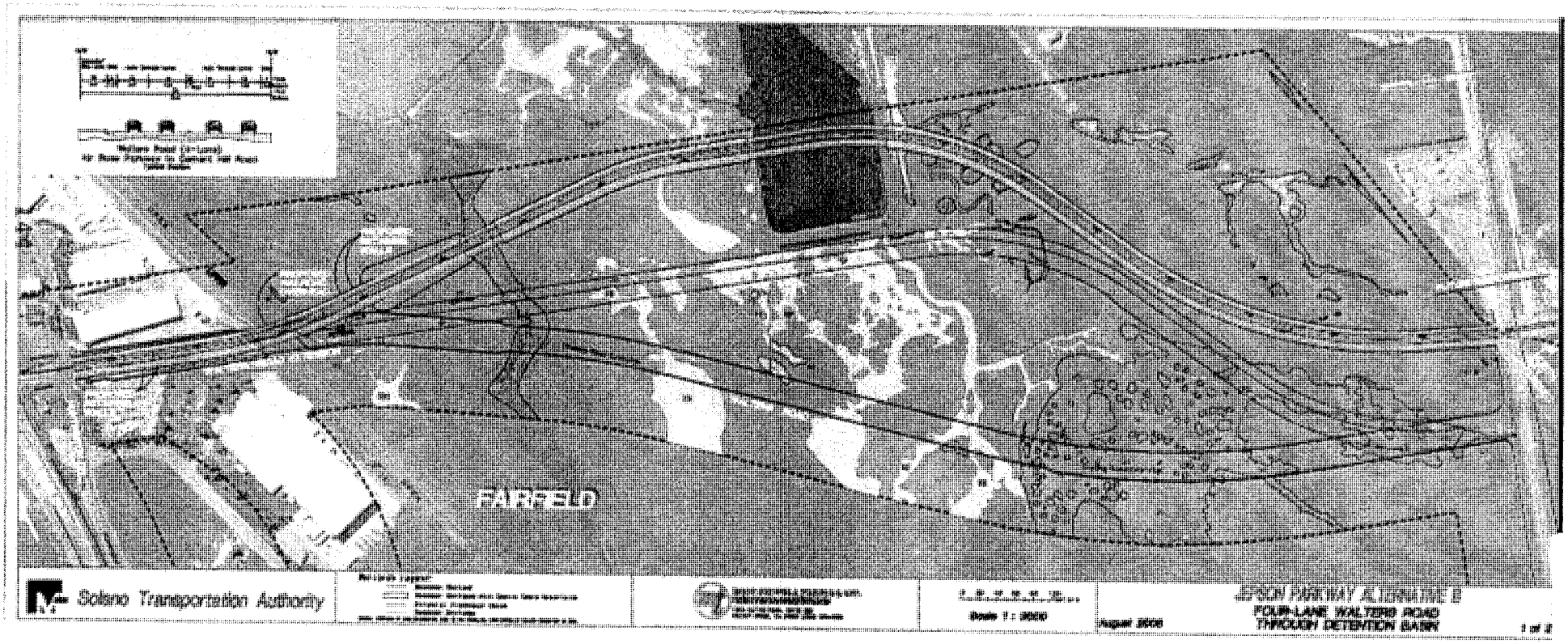


Figure 2-2
Jepson Parkway Project Location

JEPSON PARKWAY EIS/R SCHEDULE

PHASE	MILESTONE	SCHEDULE
1	***COMPLETE TECHNICAL STUDY REVIEW***	
	Round 1 – July 05	July – November 05
	Round 2 – September 05	
	Round 3 – November 05	
2	***ADMINISTRATIVE DRAFT EIS/R***	
	Round 1 – October 05	September 05 – March 06
	Round 2 – January 06	
	Round 3 – March 06	
3	***SECTION 7 CONSULTATION (US Fish & Wildlife Service)***	October 05 – March 06
4	***CULTURAL RESOURCE DOCUMENT REVIEW (SHPO)***	November – December 05
5	***DRAFT EIS/R***	
	Publish Draft – May 06	May – July 06
	Public Review Complete – July 06	
6	***FINAL EIS/R***	
	Response to Comments – August 06	August – December 06
	Round 1 (LEDPA Determination) – October 06	
	Round 2 – November 06	
	Round 3 – December 06	
5	***RECORD OF DECISION (ROD) & FINDINGS***	
	Draft – January 07	January – February 07
	Final – February 07	

Revised Alignment for Alt B



ATTACHMENT D

Summary of Budget Amendment Requests #7 and #8

Task	Amount Requested
Task 1.0 Project Management and Working Group Meetings (includes Fehr & Peers)	$20,244
Subtotal	$20,244
Task 2.0 Revise Technical Studies (includes Fehr & Peers and Mark Thomas & Co)	$9,220
2.1 Air quality report	$2,140
2.2 Noise report	$3,100
2.3 Biological assessment	$4,344
2.3.1 (Task 1 of Request # 7) Meet with STA to Discuss USFWS Concerns Regarding Alternative B	$792
2.3.2 (Task 2 of Request #7) Aerial Photograph Interpretation	$2,457
2.3.3 (Task 3.1 of Request #7) Conduct Field Surveys of the Modified Alternative B Alignment	$12,368
2.3.4 (Task 3.2 of Request #7) Create Habitat and Wetland Delineation Maps of Modified Alternative B	$4,088
2.3.5 (Task 3.3 of Request #7) Evaluate Impacts of Modified Alternative B	$704
2.3.6 (Task 3.4 of Request #7) Attend Meeting with STA to Discuss Results	$372
2.3.7 (Task 4.0 of Request #7) Modifications of Alternative B Alignment	$6,560
2.3.8 (Task 5.0 of Request #7) Coordination with USFWS and USACE	$11,996
2.3.9 (Task 6.0 of Request #7) Revise NES (including wetland delineation and BA)	$8,206
2.3.10 (Task 7.0 of Request #7) Revise remaining technical studies to include modified alignment	$4,960
2.3.11 (Optional Task of Request #7) Develop an On-Site Mitigation Plan	$8,324
2.4 Wetland Delineation	$7,240
2.5 HPSR documents and APE map	$5,432
2.6 Floodplain evaluation (NWH)	$1,904
2.7 Water quality study	$1,904
2.8 Community impact assessment/relocation impact report (Roger Trott)	$4,000
2.9 Visual analysis	$2,240
2.10 Hazardous materials assessment (Espana)	$4,000
2.11 Traffic study (Fehr & Peers)	$0
2.12 Section 4(f) analysis	$2,560
Subtotal	$108,911
Task 3.0 Prepare Alternatives Cost Estimates (Mark Thomas & Co)	$8,000
Subtotal	$8,000
Task 4.0 Prepare Environmental Document	$9,118
4.1 Prepare Admin Draft EIS/EIR	$16,720
4.2 Prepare Revised Admin Draft EIS/EIR	$4,760
4.3 Prepare Screen Check Draft EIS/EIR	$2,380
4.4 Prepare Public Draft EIS/EIR	$952
4.5 Prepare Responses to Comments and MMRP	$15,264
Subtotal	$49,194
Direct Expenses (Request #7)	$28,744
Direct Expenses (Request #8)	$25,739
Subtotal	$54,483
TOTAL	**$240,832**

Jones & Stokes

April 15, 2005

Mr. Bob Grandy
Fehr & Peers
660 J Street, Suite 390
Sacramento, CA 95814

Subject: Jepson Parkway Project – Amendment No. 7 for Walters Road Extension Realignment and Habitat Impact Assessment

Dear Mr. Grandy:

As requested by the Solano Transportation Authority (STA), Jones & Stokes has prepared this request for Amendment No. 7 to our contracted scope of work for the Jepson Parkway Project. Amendment No. 7 covers the Walters Road Extension realignment and habitat impact assessment. This work is being performed to address resource agency concerns communicated to us in your email of January 17, 2005, regarding the January meeting between U.S. Fish and Wildlife Service (USFWS), Caltrans, FHWA, STA, and the City of Fairfield regarding the Walters Road Extension area. Previous concerns have been expressed by USFWS related to the current alignment and its adverse effects on habitat fragmentation, wetland hydrology, and wetland and sensitive species habitat. As noted in your email, these concerns were also discussed by Eric Tattersall of USFWS at the January meeting.

As proposed by Jones & Stokes at our February 24, 2005, meeting with you, STA staff, and Mike Lohman from Mark Thomas & Company, we suggest a resource agency coordination strategy that includes realignment of Waters Road Extension to avoid, minimize, and compensate for habitat impacts, in that order, to address USFWS concerns. This amendment has been prepared with this strategy in mind.

Under contract to STA, Jones & Stokes will conduct the following six tasks to evaluate the Walters Road Extension realignment and conduct a habitat impact assessment for the project. We will also assist STA with resource agency coordination, working in support of Caltrans. In addition to the six tasks, we have also included an optional task to prepare a conceptual onsite mitigation plan for the revised alignment that will be helpful when discussing a mitigation approach with the resource agencies. Also included is a sum of $10,000 for Fehr & Peers to cover management time and a sum of $12,000 for Mark Thomas and Company to prepare design drawings.

2600 V Street · Sacramento, CA 95818-1914 · tel. 916 737.3000 · fax 916 737.3030
www.jonesandstokes.com

Task 1.0 – Attend Meeting with STA to Discuss USFWS Concerns Regarding Alternative B Walters Road Extension Segment

Jones & Stokes met with STA at their office on February 24, 2005, to discuss the USFWS' concerns regarding the Walters Road Extension portion of Jepson Parkway Alternative B. Concerns expressed by the USFWS include impacts on wetland hydrology and habitat fragmentation in this section of Alternative B. In response to USFWS' concerns, Jones & Stokes suggested a resource agency coordination strategy that includes realignment of Waters Road Extension to avoid, minimize, and compensate for habitat impacts, in that order.

Deliverable: None.

Task 2.0 – Conduct Aerial Photograph Interpretation of Modified Alternative B Alignment

Jones & Stokes obtained digital aerial photographs (dated February 2001) from the City of Fairfield and modified alignment drawings from Mark Thomas & Company. The aerial photographs were analyzed for evidence of potential wetlands and other waters of the United States that occurred within the modified alignment. The estimated wetland boundaries were hand-drawn onto the photograph, digitized into a CAD program, and their area calculated to quantify potential wetland and other waters acreage within the modified alignment. Jones & Stokes will meet with STA at their office on March 24, 2005, to discuss the results of the acreage calculations.

Deliverables: Two copies of the aerial photograph that includes the mapped wetland features in the modified alignment (to be hand-delivered at the March 24, 2005 meeting).

Task 3.0 Conduct a Habitat Assessment and Wetland Delineation Within the Modified Alternative B Alignment

3.1. Conduct Field Surveys of the Modified Alternative B Alignment

A Jones & Stokes biological team, consisting of a botanist/wetland ecologist and a wildlife biologist, will conduct a habitat assessment and wetland delineation of the modified Alternative B alignment study. For the purpose of this amendment, Jones & Stokes assumes the study area will begin at Cement Hill Road and end at the railroad alignment. The study area corridor would be approximately 100 feet wide to include the modified Alternative B alignment, but will be up to several hundred feet wide to also encompass the unsurveyed area west of the original Alternative B alignment, including 100 feet west of the existing fence line. The February 2001 digital aerial photographs obtained under Task 2.0 will be used as a base map for the revised mapping. Jones & Stokes assumes that STA will secure access permission in the study area for Jones & Stokes staff to conduct field surveys.

The habitat assessment will evaluate all habitat within the study area during a spring season field survey to determine if it supports special-status wildlife species and spring-blooming special-status plants that are either known to occur in the area or could occur based on the presence of suitable habitat conditions. These species include, but are not limited to, California tiger salamander, vernal pool crustaceans (federally listed fairy shrimp species and vernal pool tadpole shrimp), and Contra Costa goldfields. Locations of special-status plant species and suitable habitat for special-status wildlife species will be mapped and characterized. Sufficient data will be gathered as part of this task to revise the draft Jepson Parkway NES and appendices (see Task 6.0).

The wetland delineation will evaluate wetlands and other waters of the United States that are subject to regulation by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. Wetlands will be delineated using the routine onsite methods described in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987). The manual provides technical guidelines and methods for using a three-parameter approach to determine whether areas supporting positive indicators of hydrophytic vegetation, hydric soils, and wetland hydrology are jurisdictional wetlands. "Other waters of the United States" (e.g., McCoy Creek) will be identified based on an observable ordinary high-water mark. Other waters of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high-water mark but lack positive indicators for one or two of the three wetland parameters (33 CFR 328.4). As part of this field task, the wetland ecologist will also identify wetlands that may not be considered jurisdictional by the Corps because they are "non-navigable, isolated waters" (based on guidance published January 19, 2001, by Counsel for the EPA and the Corps in response to the January 9, 2001, SWANCC ruling (Solid Waste Agency of Northern Cook County [SWANCC] vs. United States Army Corps of Engineers [121 S.CT. 675,2001], and further guidance published by these agencies on January 15, 2003). These nonjurisdictional wetlands will be identified as part of this task because these wetlands may be of concern to other agencies, including RWQCB, DFG, and USFWS. The boundaries of wetlands and other waters of the United States will be delineated, mapped, and documented. Each feature will be identified with a alphanumeric number (e.g., W-1), mapped on a 1"=200 feet base map, flagged, location coded using GPS, and noted on a resource table. Detailed data for each jurisdictional and nonjurisdictional wetland and other waters of the United States in the study area will be gathered and noted in the table, including a determination of whether the wetland is adjacent to a waters of the United States or is an isolated wetland. This information will be added to the resource table in the revised draft wetland delineation report (see Task 6.0). Sufficient data will be gathered to allow determination of whether or not a feature would be considered jurisdictional by the Corps.

This task also includes 2 days of field surveys for archaeological resources. If the modified Alternative B alignment is carried forward, the previously unsurveyed area will need to be included in the project APE. An intensive inventory method will be used with surveyors walking the added APE using a transect approach. For purposes of estimating costs, we assume that no archaeological sites will be identified in or adjacent to the modified alignment study area.

Deliverable: None.

3.2 Create Habitat and Wetland Delineation Maps of Modified Alternative B

The GPS data gathered for wetland locations under Task 3.1 will be downloaded using GIS software, then transferred to a CAD program for map production. Delineation maps will be produced for inclusion in the Jepson Parkway wetland delineation report. Habitat maps will be produced for inclusion in the Jepson Parkway NES.

Deliverables: Electronic copies of habitat and wetland delineation maps for use in the Jepson Parkway NES and Jepson Parkway wetland delineation report, respectively.

3.3 Evaluate Impacts of Modified Alternative B Alignment

Impacts of the modified Alternative B alignment on wetlands and other waters of the United States and on special-status wildlife habitat will be evaluated and compared to impacts of the original Alternative B by incorporating the new data into the existing Table 1 of the Jepson Parkway NES.

Deliverable: None.

3.4 Attend Meeting with STA to Discuss Results

Jones & Stokes will present the results of the field surveys of the modified Alternative B alignment at a meeting with STA staff at their office. Comparisons with the other project alternatives will be reviewed, and the potential for reduction of impacts on sensitive biological resources will be discussed.

Deliverable: None.

Task 4.0 Propose Additional Modifications to Alternative B Alignment

Jones & Stokes will use the information gathered under Task 3.0 to develop additional modifications for Alternative B that would further avoid and minimize impacts on wetlands, other waters, and special-status species. The modified alternative alignment could be further altered using methods such as reducing roadway widths, placing culverts at stream and wetland crossings, elevating portions of the roadway, and making minor changes to the alignment. Jones & Stokes will work closely with Mark Thomas & Company on these design iterations. It is assumed that Mark Thomas and Jones & Stokes will be working in AutoCAD software program to facilitate the exchange of information between the two firms. The wetland and special-status species impacts of up to three variations of the roadway will be summarized in tables (using Table 1 of the Jepson Parkway NES as a template) and on maps. Jones & Stokes will meet with

STA and Caltrans to discuss the modifications, with the goal of developing a conceptual mitigation package for presentation to USFWS. Jones & Stokes will prepare single iteration summaries of each meeting and electronically distribute the summaries to meeting participants. The summaries will include salient points of discussion and agreement. For cost estimating purposes, five meetings in Sacramento are assumed for Task 4.0.

Both modified 2-lane and modified 4-lane alignment options will be mapped by Mark Thomas & Company, and Mark Thomas & Company will prepare updated cost estimates for the modified 2-lane and modified 4-lane alignment options, as described in their attached scope of work.

Deliverables: Two iterations of realignment maps and supporting tables; five single-iteration meeting summaries provided electronically to meeting participants.

Task 5.0 Coordinate with USFWS and USACE on Alternative B Mitigation Approach

Jones & Stokes will coordinate with STA, Caltrans, USFWS, and the U.S. Army Corps of Engineers (USACE) to negotiate a mitigation package that addresses impacts from construction of Alternative B in the Walters Road Extension area. Mitigation will address impacts on jurisdictional wetlands and other waters, and federally listed crustaceans and Contra Costa goldfields. For cost estimating purposes, we assume that Jones & Stokes will attend up to six meetings with USFWS and USACE. Jones & Stokes will prepare single iteration summaries of each meeting and electronically distribute the summaries to meeting participants. The summaries will include salient points of discussion and agreement. This task also includes hours for our permitting attorney (Ken Bogdan) to provide advice on agency coordination, if needed. As part of this task, we will also follow-up on action items from each meeting, as directed by STA.

Deliverables: Three single-iteration meeting summaries provided electronically to meeting participants; follow-up on action items (to be determined).

Task 6.0 Revise Jepson Parkway NES to Incorporate Alternative B Modifications

Based on the outcome of the meetings conducted under Task 5, Jones & Stokes will incorporate final changes to applicable sections of the Jepson Parkway NES and appendices (wetland delineation, biological assessment, and maps). Both a modified 2-lane and a modified 4-lane alignment for Alternative B (Walters Extension segment) will be included in the updated NES.

Deliverables: 20 copies of draft revised NES and appendices; 20 hard copies of final revised Jepson Parkway NES.

Task 7.0 Revise Technical Studies to Include Modified Alignment

Jones & Stokes shall revise the administrative draft technical studies prepared by Jones & Stokes to incorporate the modified alignment for the Walters Road Extension segment of Alternative B, including both a modified 2-lane and a modified 4-lane option.

Optional Task: Develop Conceptual Onsite Mitigation Plan
Under this optional task, Jones & Stokes would develop a conceptual onsite mitigation plan for use in resource agency negotiations. This optional task would be preformed prior to and simultaneously with Task 5.0, "Coordinate with USFWS on Alternative B Mitigation Approach." The advantage to developing a conceptual onsite mitigation plan is that it will provide a starting point for discussion and can help influence the direction of the mitigation approach by resource agencies. The conceptual onsite mitigation plan would focus on creation and enhancement of wetland and special-status species habitat, maintaining or enhancing site hydrology in support of existing and created habitat, and avoiding or minimizing habitat fragmentation. To determine mitigation acreage, the conceptual onsite mitigation plan would use compensation ratios presented in the SCWA HCP. The conceptual onsite mitigation plan would be presented as a map and summary tables.

Deliverables: Three iterations of conceptual onsite mitigation plan (i.e., map and summary tables; 20 copies of administrative draft; 20 copies of final.

Should you have any question on this scope amendment for the Walters Road Extension Realignment and Habitat Impact Assessment, please contact Vicki Axiaq or me at 916/737-3000. Thank you.

Sincerely,

Karen Leone

Karen Leone
Project Director/Restoration Planner

Attachment

cc: Vicki Axiaq – Jones & Stokes

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

1243 Alpine Road, Suite 222
Walnut Creek, CA 94596
PHONE (925) 938-0383
FAX (925) 938-0389

March 28, 2005

File No. 81-99003 .057

Ms. Vicki Axiaq
Jones and Stokes Associates
2600 V Street
Sacramento, CA 95816

Re: Jepson Parkway – Alignment Modifications to Walters Extension

Dear Ms. Axiaq:

We have been requested by STA staff to provide the attached scope of services in relation to continuing studies of the Jepson Parkway. Specifically the scope of services MTCo has been requested to provide is as follows:

Alignment B Modification to Walters Extension

- Prepare up to three alignment variations for the Walters Avenue Extension, between the UPRR R/W Overhead and the Cement Hill intersection. Alignments will be based on a four lane footprint. Effort will include preparation of exhibits, preparation of profiles where required (work will be performed utilizing previously obtained aerial mapping - no additional aerial mapping is anticipated);
- Prepare one subsequent alignment variation with a two-lane cross section (overall foot print to be determined by STA);
- Prepare cost estimate for alternative as required. Right of way unit costs to be provided by City of Fairfield;
- Provide preliminary assessment of roadway cross drainage as it relates to maintaining existing drainage patterns and capacity;
- Attend up to five meetings regarding project alignments at Solano Transportation Authority offices; and
- Provide up to 15 copies each of alignment variation.

The estimated budget required to perform the tasks described above is $12,000.

Please call if you have any questions.

Sincerely,

MARK THOMAS & CO. INC.

Michael J. Lohman

Copy: Mr. Bob Grandy, Fehr and Peers Associates

Table 1. Cost Estimate for Jepson Parkway Amendment No. 7 - Modified Walters Road Extension Alignment

Task	Consulting Staff											Production Staff Hours					Labor Total	Direct Expenses	Total Price
	Leone K Proj Dir	Axiaq V Env Sci	Avery S Env Sci Sr	Webber L Env Spec IV	Keller K Env Spec IV	Stock J Env Spec III	Widdowson M Env Spec III	Stone P Env Spec II	Siskin B Env Spec IV	Bogdan K Proj Dir	Subtotal	Tech Editor	Comm Spec	Graphic Artist	Admin Tech	Subtotal			
Task 1.0 Meet with STA to Discuss USFWS Concerns Regarding Alternative B	3			3							$792					$0	$792		
Task 2.0 Aerial Photograph Interpretation	2	2		5		13					$2,457					$0	$2,457		
Task 3.1 Conduct Field Surveys of the Modified Alternative B Alignment		2		48			40	8	16		$12,368					$0	$12,368		
Task 3.2 Create Habitat and Wetland Delineation Maps of Modified Alternative B		2		8	4	24					$4,088					$0	$4,088		
Task 3.3 Evaluate Impacts of Modified Alternative B		2		4							$704					$0	$704		
Task 3.4 Attend Meeting with STA to Discuss Results		3									$372					$0	$372		
Task 4.0 Modifications of Alternative B Alignment	12	12	2	8		20					$6,560					$0	$6,560		
Task 5.0 Coordination with USFWS and USACE	24	24	2	24		8				8	$11,996					$0	$11,996		
Task 6.0 Revise NES (including wetland delineation and BA)	1	2	4	24		16		8			$6,086	12	12	4	4	$2,120	$8,206		
Task 7.0 Revise remaining technical studies to include modified alignment		40									$4,960					$0	$4,960		
Optional Task. Develop an On-Site Mitigation Plan	8	2	2	32	4	24					$8,324					$0	$8,324		
Total hours	50	91	10	156	8	105	40	16	16	8		12	12	4	4				
Northern California billing rates	$150	$124	$150	$114	$114	$103	$103	$88	$114	$195		$73	$62	$73	$52				
Subtotals	$7,500	$11,284	$1,500	$17,784	$912	$10,815	$4,120	$1,408	$1,824	$1,560	$58,707	$876	$744	$292	$208	$2,120	$60,827		
Direct Expenses																			
500.00 Subcontractor (Fehr & Peers $10,000; Mark Thomas & Company - $12,000)																		$22,000	
523.02 Reproductions (revised NES report and appendices)																		$2,000	
523.03 Equipment Rental (GeoXT GPS unit for 5 days @ $110/day)																		$550	
523.05 Travel, Auto, incld. Mileage (vehicle for 20 days @ $65 /day)																		$1,300	
523.06 GIS/CAD/MAC (plotter)																		$400	
Mark up on all non-labor costs and subcontractors: 9.5%																		$2,494	
Direct expense subtotal																		$28,744	
Total price																			$89,571

Jones & Stokes

April 12, 2005

Mr. Bob Grandy
Grandy & Associates
231 G Street, Suite 26
Davis, CA 95616

Subject: Jepson Parkway Project - Revised Contract Amendment No. 8

Dear Mr. Grandy:

As requested by the Solano Transportation Authority (STA), Jones & Stokes has prepared the following information to assist the agency in revising our contracted scope of work for the Jepson Parkway Project. The purpose of amending the contract is to allocate funds to take the project though completion of the final EIS/EIR.

The work will be done by Jones & Stokes and subcontractors, as detailed in Table 1. The work will be subject to the terms and conditions of the existing contract between STA and Jones & Stokes. The work includes:

- Overall management tasks, including attendance at Working Group meetings by the Fehr & Peers STA project manager, Jones & Stokes project manager, and other Jones & Stokes staff as necessary
- Preparation of the APE map
- Development of engineering cost information for Alternatives D and E
- Preparation of Draft and Final EIS/EIR

A separate cost estimate and scope of work have been prepared to address the Alternative B modified Walters Road extension alignment (Amendment No. 7) and is included under separate cover.

I hope that this information is useful in assisting the agency in developing an amended contract. If you have any questions, please call me at 530/938-0833 or Vicki Axiaq at 916/737-3000, ext. 3006.

Sincerely,

Christy Corzine

Christy A. Corzine
Project Director

cc: Vicki Axiaq, Jones & Stokes

2600 V Street · Sacramento, CA 95818-1914 · tel. 916 737.3000 · fax 916 737.3030
www.jonesandstokes.com

Table 1. Cost Estimate to Complete Technical Studies and EIS/EIR for the Jepson Parkway Project - Revised May 2005

Task	Consulting Staff																	Production Staff Hours							
	Corzine C Proj Dir	Axiaq V Env Sci	Turpin-Dennig E Env Spec II	Buehler D Proj Dir	Rimpo E Proj Dir	Hatcher S Env Spec III	Avery S Env Sci Sr	Webber L Env Spec IV	Bowen M Env Spec III	Haley K Env Spec I	Siskin B Env Spec IV	Robinson M Env Spec II	Seville S Env Sci	Stock J Env Spec III	Toor K Env Spec I	Stevens K Env Spec III	Subtotal	Tech Editor	Comm Spec	Graphic Artist	Admin Tech	Subtotal	Labor Total	Direct Expenses	Total Price
Task 1.0 Project management and Working Group Meetings (includes Fehr & Peers project management)	20	60	20														$9,980				6	$264	$10,244	$10,000	
Subtotal																	$0					$0	$0		$20,244
Task 2.0 Revise Technical Studies	20	40															$0					$0	$0		
2.1 Air quality report					4	20											$6,620	8	24	8	12	$2,600	$9,220		
2.2 Noise report				4		32											$2,140					$0	$2,140		
2.3 Biological assessment							24							8	8		$3,100					$0	$3,100		
2.4 Wetland delineation								24						40	32		$4,344					$0	$4,344		
2.5 HPSR documents and APE map									24	16	8				32		$7,240					$0	$7,240		
2.6 Floodplain evaluation (NWH)												16	8				$5,432					$0	$5,432		
2.7 Water quality study												16	8				$1,904					$0	$1,904		
2.8 Community impact assessment/relocation impact report (Roger Trott)																	$1,904					$0	$1,904		
2.9 Visual analysis			32														$0					$0	$0	$4,000	
2.10 Hazardous materials assessment (Espana)																	$2,240					$0	$2,240		
2.11 Traffic study (Fehr & Peers)																	$0					$0	$0	$4,000	
2.12 Section 4(f) analysis																	$0					$0	$0		
Subtotal																32	$2,560					$0	$2,560		
																	$0					$0	$0		$48,084
Task 3.0 Prepare Alternatives Cost Estimates (MTC)																	$0					$0	$0		
Subtotal																	$0					$0	$0	$8,000	
																	$0					$0	$0		$8,000
Task 4.0 Prepare Environmental Document																	$0					$0	$0		
4.1 Prepare Admin Draft EIS/EIR	8	40	80	8	8		8	16	8				8				$0	54	78	24	20	$9,118	$9,118		
4.2 Prepare Revised Admin Draft EIS/EIR		20	40														$16,720					$0	$16,720		
4.3 Prepare Screen Check Draft EIS/EIR		10	20														$4,760					$0	$4,760		
4.4 Prepare Public Draft EIS/EIR		4	8														$2,380					$0	$2,380		
4.5 Prepare Responses to Comments and MMRP	8	40	80	8	8		8		8				8				$952					$0	$952		
Subtotal																	$15,264					$0	$15,264		
Total hours	56	214	280	20	20	52	40	40	40	16	8	32	32	48	72	32	$0					$0	$0		$49,194
Northern California billing rates	$135	$98	$70	$135	$135	$80	$135	$91	$80	$58	$91	$70	$98	$80	$58	$80		62	102	32	38				
Subtotals	$7,560	$20,972	$19,600	$2,700	$2,700	$4,160	$5,400	$3,640	$3,200	$928	$728	$2,240	$3,136	$3,840	$4,176	$2,560	$87,540	$3,596	$4,794	$1,920	$1,672	$11,982	$99,522		
Direct Expenses																									
523.02 Reproductions (200,000 pages @ 0.08/page and 4,000 color pages @ $1/page)																								$20,000	
523.04 Postage and Delivery																								$500	
523.05 Travel, Auto, incld. Mileage (10 trips at $75)																								$750	
Mark up on all non-labor costs and subcontractors: 9.5%																								$4,489	
Direct expense subtotal																								$51,739	
Total price																									$151,261

Date printed 9/22/2005 9:13 AM

Approved by Finance (sh)

g:\2002 cost\STA-Amend 8 cost to complete ADEIS-EIR REV3-09-20-05(client)

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide TLC Planning Grants for FY 2005-06

Background:
The STA Board issued a call for projects for Countywide Transportation for Livable Communities (TLC) planning grant applications on December 8, 2004. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

The Countywide TLC Planning grant program originally was designed to accommodate a total of $50,000 in planning grants over a two-year period. However, staff has identified an additional $75,000 for a total of $125,000 of federal TLC planning funds available to allocate for FY 2005-06 (this includes carryover funds from FY 2003-04 and FY 2004-05). The total amount of funds available for TLC Planning grants was confirmed as part of the FY 2005-06 STA budget at the STA Board meeting on June 8, 2005.

STA received five TLC planning grant applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville for a total requested amount of $215,000. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours. TLC project sponsors provided an overview of their projects to the Alternative Modes Committee at their May 26th meeting. The Alternative Modes Committee directed STA staff to complete an evaluation of the projects and provide the committee with a recommendation for further discussion. Recently, Suisun City was successful in obtaining a separate source of funding to complete their project and subsequently withdrew their application (see Attachment A). This left four applications for funding consideration.

Discussion:
STA staff developed a TLC Planning Grant evaluation form (see Attachment B) based on evaluation guidelines adopted by the STA Board on December 8, 2004. The evaluation form was initially reviewed and commented on by planning staff that included Brigitta Corsello (Solano County Resource Management Director), Brian Miller (City of Fairfield Planning and Development), and Gerry Raycraft (formerly from Suisun City Planning and Redevelopment), and was forwarded to the Solano County Planning Directors Group for further comments.

STA staff finalized the evaluation criteria based on input received and sent the four applicants for TLC Planning Grants to an impartial panel of evaluators consisting of planning staff from the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD), and the Yolo Solano Air Quality Management District (YSAQMD). The following is a brief summary of their evaluation results:

Project Sponsor	Project Title	Total Points	Rank	Grant Request	Recommendation
Fairfield	Alan Witt Park Transportation Linkage Design Project	99	1	$50,000	$50,000
Vacaville	Vacaville Creekwalk Extension/Eastern Downtown Vision	98	2	$25,000	$25,000
Rio Vista	Rio Vista Waterfront Plan	73	3	$50,000	$50,000
Benicia	Benicia Intermodal Transportation Station Final Location Study Project	56	4	$40,000	-----
			Total	$165,000	$125,000

The evaluators agreed Fairfield, Vacaville, and Rio Vista submittals had the strongest TLC components and awarded them the most points. While they all agreed Benicia's project was an important project with potential for TLC related activities, they scored Benicia's project with the least points due to the lack of a housing component and a station location. The evaluators also agreed that the TLC planning funds might have been a better fit to plan for improvements around the Benicia train station if a location was already determined instead of using the planning funds to determine the location of the train station.

This list of projects was reviewed, discussed, and recommended by the STA Alternative Modes Committee at their September 22nd meeting. The committee members unanimously approved staff's recommendation; however, as part of the action, the committee directed staff to convey the point that the group neither endorses nor rejects land use plans in the vicinity of any applicant's TLC planning project. Their primary concern was that they did not want to appear to endorse the City of Fairfield's Alan Witt Project, which is a related to but separate from the TLC project proposed in Fairfield's TLC planning grant application. The STA's Technical Advisory Committee also reviewed and approved staff's recommendation at their September 28th meeting.

Fiscal Impact:
None. The FY 2005-06 STA Budget for the TLC Program includes $125,000 of federal funds for TLC Planning Grants.

Recommendation:
Approve the following:

1. The following projects for FY 2005-06 Countywide Transportation for Livable Communities Planning Funds as specified:
    a. City of Fairfield – Alan Witt Transportation Linkage Design Project ($50,000)
    b. City of Rio Vista – Waterfront Plan ($50,000)
    c. City of Vacaville – Vacaville Creekwalk Extension ($25,000)

2. Authorize the Executive Director to enter into funding agreements with each of the project sponsors for the amounts specified above.

Attachments:

A. Suisun City Project Withdrawal Letter
B. Countywide TLC Evaluation Form
C. FY 2005-06 TLC Planning Application Summaries

JUN 30 2005

ATTACHMENT A

CITY COUNCIL

James P. Spering, Mayor
Pedro "Pete" M. Sanchez, Mayor Pro-Tem
Jane Day
Sam Derting
Michael A. Segala

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868

June 28, 2005

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

Dear Mr. ~~Guerrero~~ Robert:

The City of Suisun City formally is withdrawing its application for Transportation for Livable Communities Design Planning funds. The application was for $50,000 over a 2-year period for the planning of a Pedestrian/Bicycle path along the SR-12 frontage and the downtown off-ramp, from Marina Boulevard to the Transit Center. As you know, we have identified another source of funding for this planning activity.

An integral part of this important transportation improvement, however, is its integration with the Transit Center itself, and its connectivity with the City of Fairfield and the Solano County Government Center. Accordingly, we are hopeful for a future planning grant and possibly construction funds for these system components. In the meantime we will proceed with the planning of the facility between Marina Boulevard and the Transit Center.

As always, thank you for your help and cooperation.

Sincerely

Gerald E. Raycraft
Interim Community Development Director

cc: Sharon Wippern, Assistant Planner
Gary Cullen, Public Works Director
Nick Lozano, Associate Engineer

STA
Solano Transportation Authority

Countywide Transportation for Livable Communities Community Design Planning Program Evaluation Criteria

Draft Countywide Transportation for Livable Communities (TLC) Community Design Planning Program Evaluation Criteria

Program Purpose: To provide planning funds to local governments, transportation agencies, and community-based organizations for exploring innovative design concepts and plans that relieve congestion by alternative modes of transportation through an inclusive, community-based planning process consistent with the Metropolitan Transportation Commission's (MTC) and the Solano Transportation Authority's (STA) Transportation for Livable Communities (TLC) program.

Total Available Funds: $125,000

Maximum Planning Grant Allocation Per Application: $50,000

TLC Goals

Support community-based transportation planning projects that:

1. Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to a broad range of participants.

2. Improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.

3. Support well-designed, high-density housing and mixed-use developments that are well served by transit, or will help build the capacity for future transit investment and use.

4. Support a community's infill or transit-oriented development and neighborhood revitalization activities, goals, and policies.

5. Enhance a community's sense of place and quality of life.

Evaluator:	_____
Total Points Awarded:	_____

Project: _____

Project Sponsor: _____

Planning Fund Request: _____

Total Project Cost: _____

Local Match: _____ Percentage of Local Match: _____

Proposal primarily focuses on one or more of the following:

- [ ] Bicycle Facilities
- [ ] Pedestrian Facilities
- [ ] Smart Growth/Infill/Land Use Planning

1. Study Need (Total Points: 4)

		Score
I. Does the planning proposal include an issue statement that clearly identifies the purpose and need of the planning project along with the desired outcomes?	Yes	2
	No	0
II. Does the planning proposal pertain to a defined physical location?	Yes	1
	No	0
III. Does the planning proposal pertain to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit, attained by improving walkability and pedestrian safety with traffic calming, transit access, and bicycling path improvements, including the closure of gaps?	Yes	1
	No	0

Total Page Score:_____

2. TLC Program Goals (Total Points: 4)

		Score
Does the planning proposal address one or more of the TLC program goals and demonstrates how well the goals are met (refer to TLC goals in previous page)?	**High:** Applicant provides clear and concise information on how the project demonstrates how well one or more TLC Program Goals are met.	4
	Med: Application infers how the planning project will address the TLC Goals, but does not clearly demonstrate how this will be accomplished.	2
	Low: Applicant does not address the TLC program goals in the application.	0

3. Project Scope (Total Points: 5)

		Score
I. Does the planning proposal describe a collaborative planning process by identifying:		
I.A. Community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations nonprofits, community-based organization, etc), local governmental agency, and the transit operator that will be involved and their roles?	Yes	1
	No	0
I.B. Outreach strategy to solicit input from a broad range of participants?	Yes	1
	No	0
II. Does the planning proposal describe how the intended project outcomes including one or more of the following:		
II.A. Community stakeholder participation and support?	Yes	1
	No	0
II.B. Plans for providing congestion relief through improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use?	Yes	1
	No	0
III.C. Plans for providing congestion relief through the development of higher density housing and mixed-use development near existing or planned transit infrastructure?	Yes	1
	No	0

Total Page Score:_____

4. Project Administration (Total Points: 3)

		Score
I. Does the planning program clearly identify a specific work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process?	Yes	1
	No	0
II. Does the planning proposal indicate if it will be completed within 2 years?	Yes	1
	No	0
III. Does the project sponsor commit to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible?	Yes	1
	No	0

5. Solano Comprehensive Transportation Plan (Total Points: 5)

		Score
Is the planning project an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP)? And/or does the applicant reference the STA's Countywide Pedestrian Plan and/or Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC Candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element. **(STA staff determined)**	Yes	5
	No	0

Total Page Score:_____

Additional Factors (Total Points: 18)		Score
I. Project Innovation: To what degree does the project demonstrate innovation in project scope and design? How is this project more unique in scope and type than other candidate projects?	**High:** Project addresses design and scope of work thoroughly through innovative methods that have traditionally not been done, created or experienced in Solano County.	2
	Med: Project attempts to address at least one area of design and/or scope of work through innovative methods that have traditionally not been done, created or experienced in Solano County.	1
	Low: Project's design and scope of work are limited and is proposed to be completed by traditional methods.	0
II. Community Outreach: Does the project demonstrate an affective public outreach to the community? ***(Focus on project proposed, not just on the quality of the proposal)***	**High:** Project sponsor thoroughly describes effective methods to solicit input from the community (e.g. specifies number of meetings planned, list of potential groups to participate in the study, advertising techniques planned for the public input, etc.)	2
	Med: Project sponsor generally describes methods to include public input.	1
	Low: No description of community outreach efforts for the planning project	0
III. Land Use/ Transportation Links: To what degree does the project provide congestion relief through support of building higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/ corridors?	**High:** Project, as a whole, encourages and supports higher density housing, mixed use developments, or connectivity to downtowns commercial cores, neighborhoods, and/or transit stops/ corridors	10
	Med: Project, in part, includes higher density housing, mixed use developments, or connectivity to downtowns commercial cores, neighborhoods, and/or transit stops/ corridors.	5
	Low: Project does not include new higher density housing, mixed use developments, or connectivity to downtowns, commercial cores, neighborhoods, and/or transit stops/ corridors.	0

Total Page Score:_____

IV. Low-income Community: Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?	**High:** Application clearly defines how the project benefits a low-income community.	2
	Med: Application references benefits to low-income community but does not provide details.	1
	Low: Project does not benefit a low-income community.	0
V. Local Match: To what degree is the local match/ in-kind match offered as part of the proposed project's total cost?	**High:** Project sponsor provides a local match and/or in-kind services greaterthan 41%.	2
	Med: Project sponsor provides a local match and/or in-kind services between 21%-40%.	1
	Low: Project sponsor provides 20% match or less in local or.	0

Total Page Score:_____

Summary for Countywide TLC Planning Grant Requests
FY 2005-06

Project Title	Project Description	Project Sponsor	Total Planning Project Cost	Local Match	Local Match Source	TLC Planning Grant Request	City Resolution Submitted to the STA
Benicia Intermodal Transportation Station Final Location Study Project	Determine a location for the Benicia Capitol Corridor Train station/Intermodal Transportation Station site in addition to a preferred location previously identified.	City of Benicia	$ 50,000	$10,000	City General Fund	$40,000	Yes
Allan Witt Park Transportation Linkage Design Project	Plan development to improve pedestrian, bicycle and transit linkages, as well as forge strategic links between transit nodes and activity hubs in a vital city gateway area. The plan will provide a clear design for West Texas St., Woolner Ave., and Beck Ave. that will reduce traffic congestion; encourage pedestrian and bicycle use; and will improve walkability, pedestrian safety, and transit access from Allan Witt Community Park to area retail stores, nearby schools, FTC, and Downtown.	City of Fairfield	$ 60,000	$10,000	In-Kind Staff Hours	$50,000	Yes
Rio Vista Waterfront Plan	Specific Plan for redevelopment of the downtown waterfront district. The plan will address public access and development potential of the downtown waterfront, provide for specific land use, zoning and development standards or a financing program for implementing the plan.	City of Rio Vista	$ 125,000	$75,000	Redevelopment Funds	$50,000	Yes
Transit Center Pedestrian Access	Pedestrian/bicycle path connection to a largely residential area of Suisun City and the Downtown	City of Suisun	$ 100,000	$40,000 $10,000	Redevelopment Agency In-Kind Staff Hours	$50,000	Yes
Vacaville Creekwalk Extension/Eastern	Project will provide pedestrian, bicycle, and vehicle connections between recreation, retail, restaurant,	City of Vacaville	$ 35,567	$8,200 $2,367	Community Redevelopment Area Tax Increment Funds In-Kind Staff Hours	$25,000	Yes
					Total Planning Grant Request:	$215,000	

[1]Suisun City was successful in attaining a separate grant and therefore withdrew their application.

ATTACHMENT C

STA
Solano Transportation Authority

DATE: September 30, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Marketing Consultant Services for the STA Marketing Plan 2006-2007 (Phase II)

Background:
The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoLinks Transit program, the Solano Paratransit program, and the Solano Napa Commuter Information (SNCI) Program). The STA strives to inform the public about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, polling, community events and the media.

In addition, the STA coordinates the marketing of SolanoLinks intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, a recent bus wrap, and other activities.

The STA has recently targeted the identity and branding of Solano Paratransit, which resulted in the design of brochures and vehicles wraps to be implemented next year.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

The STA has retained a consultant, Moore Iacofano Goltsman, (MIG), Inc., for the past three years to assist in all three of these efforts. Earlier this year, the STA Board approved a budget amendment and a time extension through December, 2005 for MIG's marketing services.

Discussion:
Staff has scheduled the next major marketing effort (Phase II) for January 1, 2006 through June 30, 2007. A Proposed Scope of Services for the Marketing Consultant for the STA 2006-2007 Marketing Plan (Phase II) is included as Attachment C. Once approved by the STA Board, the Marketing Plan and Scope of Services will be used to develop a Request for Proposals (RFP) to advertise for the future marketing consultant.

Phase II is a one-and-a-half-year marketing plan for the STA as a whole, which includes STA managed programs (SolanoLinks, Solano Paratransit, and SNCI). The goal is to increase public awareness and to inform the public about the STA and these programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented. As noted by members of the Transit Consortium when they discussed this item, this is a particularly advantageous time to promote alternative modes of transportation due to the recent rapid increase in gasoline prices.

On September 28, 2005 the SolanoLinks Consortium and the STA TAC supported the recommendation to move forward with the proposed RFP process. TAC members requested a further opportunity to review the proposed scope of work before it is released. STA staff has circulated the draft scope of work to the TAC members for further review and comment, and has received positive input.

Fiscal Impact:
Funding for marketing consultant services is included in the approved FY 2005-06 and FY 2006-07 STA budgets. The funds are a combination of STA Marketing, SolanoLinks Marketing and SNCI Marketing sources. The funding allocation for the contract term of January 2006 through June 2007 is included as Attachment B. The total one-and-a-half-year contract is estimated not to exceed $170,000. Regional Paratransit STAF funds were allocated for the Solano Paratransit bus wraps by the STA Board on July 13, 2005.

Recommendation:
Approve the following:

1. The proposed Marketing Plan (Phase II) for STA as specified in Attachment A; and
2. Authorize the Executive Director to release a Request for Proposals (RFP) for a marketing consultant services contract from January 1, 2006 through June 30, 2007 in an amount not to exceed $170,000; and
3. Authorize the Executive Director to select a marketing consultant and execute the referenced contract.

Attachments:

A. Proposed STA 2006-2007 Marketing Plan (Phase II)
B. Funding Allocation for Marketing Consultant Services Contract
C. Proposed Scope of Services for Marketing Consultant for the STA 2006-2007 Marketing Plan (Phase II)

ATTACHMENT A

Solano Transportation Authority
Proposed 2006-2007 Marketing Plan (Phase II)
(October 3, 2005)

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoLinks Transit program, the Solano Paratransit program, and the Solano Napa Commuter Information (SNCI) Program).

The overarching goal of the STA's marketing efforts is to inform the public about who the STA is and what the STA does. We do this through the objectives of promoting transportation resources, increasing the public's awareness of the STA, and reinforcing our credibility within the community.

- The **STA** strives to inform the public about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, polling, community events and the media.

- The STA also coordinates the marketing of **SolanoLinks** intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, a recent bus wrap, and other activities.

- The STA recently targeted the identity and branding of **Solano Paratransit**, which resulted in the design of brochures and vehicles wraps to be implemented next year.

- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Marketing plans and products for 2006 and 2007 include, but are not limited to, the following:

STA – Overall Agency

- "Working for You" color brochure.
- State Legislative brochure for promotion of STA's legislative platform and priorities to state legislators.
- Federal Appropriations booklet for promotion of STA's priority projects to federal agencies and legislators.
- SAFETEA Reauthorization booklet for promotion of STA's priority projects to federal legislators.
- STA Annual Report.
- Conduct annual poll in conjunction with partner agencies.
- Develop public service announcements to air on local cable broadcasts.
- Develop STA newsletter concept and begin production and distribution.

- Update and design website elements.
- Develop partnerships with local media to get the STA message out.
- Develop partnerships with local school districts and educational organizations to promote education of transportation-related issues.
- Hold Annual Awards Ceremony.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency.

SolanoLinks Intercity Transit

- SolanoLinks brochure, laminated wall maps and bus pass holders to market current and future services.

Solano Paratransit

- Solano Paratransit bus wraps and brochures.
- Design and place advertising pieces in local electronic and print media venues targeting Solano County residents.

SNCI:

- Market SNCI programs and other TDM services to Solano and Napa employers and business organizations.
- Market vanpooling to general public.
- Market SNCI vanpool services to potential and existing vanpool coordinators.
- Design, coordinate and implement, in coordination with regional and statewide promotions, an alternative modes campaign in the Fall to Solano and Napa employers and the general public.
- Design, coordinate, and implement (in coordination with regional and statewide promotions) an annual Bike to Work/School campaign.
- Update, print and distribute an annual Solano Bicycle route map.
- Market incentives programs to encourage the use of transportation alternatives by Solano commuters.
- Market an Emergency Ride Home program to Solano employers.
- Attend and organize events to promote SNCI and TDM partner services.
- Outreach to the public and target markets via STA/SNCI website and on-line methods.
- Advertise SNCI services, and partner agency TDM services, through print, electronic advertising and press relations.
- Partner with other agencies to cross-promote TDM services.

ATTACHMENT B

Funding Allocation for STA Marketing Consultant Services Contract

January 1, 2006 – June 30, 2007:	
SolanoLinks/STA	$ 80,000
Solano Paratransit	$ 40,000
SNCI	$ 50,000
TOTAL	**$170,000**

Proposed Scope of Services for Marketing Consultant STA 2006-2007 Marketing Plan (Phase II) January 1, 2006 – June 30, 2007

The Proposed Scope of Services for the Marketing Consultant for STA's 2006-2007 Marketing Plan (Phase II) include, but is not limited to, working with staff on the following plans and products:

STA – Overall Agency

- Develop:
  - STA's Marketing Plan more fully.
  - Public service announcements to air on local cable broadcasts. (TBD)
  - STA newsletter concept. (Format TBD; to be produced in-house)
- Conduct annual transportation commute poll in conjunction with partner agencies. (Size of poll TBD x 2)
- Redesign and print:
  - STA's annual "Working for You" color brochure. (2,000 x 2)
  - Annual State Legislative brochure (16-page plus cover, color with photos). (500 x 2)
  - Annual Federal Appropriations booklet (12-page plus cover, color with photos). (500 x 2)
  - SAFETEA Reauthorization booklet (12-page plus cover, color with photos). (500 x 1)
- Design and print STA Annual Report. (300 x 2)

SolanoLinks Intercity Transit

- Revise and print:
  - SolanoLinks annual brochure to market current and future services. (10,000 – 20,000 x 2)
  - SolanoLinks annual laminated wall map. (300 x 2)
- Design and print Bus pass holders. (2,000 x 1)
- Design and place advertising pieces in local electronic and print media venues targeting Solano County residents. (TBD)

Solano Paratransit

- Fabricate and install Solano Paratransit bus wraps. (5 vehicle wraps)
- Design and print Solano Paratransit brochures. (5,000 x 2)

SNCI:

- Revise and print Commuter Guide. (15,000 – 20,000 x 2)
- Design:
  - Route 30 promotional template.
  - Direct mailer template.
- Design and print:
  - Countywide Emergency Ride Home materials. (2,000 x 1)
  - Employer Relocation brochure. (500 x 1)
  - SNCI Employer Services brochure. (2,000 x 1)
  - "What's New – Bicycling" brochure. (1,000 x 1)
  - "What's New – Transit" brochure. (1,000 x 1)
  - Commute Info display rack identification. (200 – 300 x 1)
  - Rideshare poster. (2,500 x 1)
  - Transit Incentive Program brochure. (2,000 x 1)
  - Employee Incentive Program brochure. (2,000 x 1)

STA
Solano Transportation Authority

DATE: October 4, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Solano County Priorities for 2006 SHOPP

Background:
The State Highway Operation and Protection Program (SHOPP) is a four-year program of projects designed to preserve bridges and roadways, improve mobility, and enhance safety. The SHOPP is prepared by the California Department of Transportation (Caltrans) every two years and approved by the California Transportation Commission (CTC) every even year in accordance with applicable California law. The amount of funding approved for each SHOPP cycle is based on the State Transportation Improvement Program (STIP) Fund Estimate also adopted by the CTC.

In addition to the four-year SHOPP program, Caltrans maintains and updates a ten-year SHOPP needs plan for California. This list of candidate projects is a starting point for the four-year SHOPP program, but being listed on the ten-year SHOPP needs plan is not a commitment to being programmed in the four-year SHOPP. Selection of new projects to be programmed in the four-year SHOPP is based on statewide need in the following categories:

1. Collision Reduction
2. Bridge Preservation
3. Roadway Preservation
4. Roadside Preservation
5. Mobility
6. Facilities
7. Emergency and Mandated Improvements

According to Caltrans District IV, the nine county Bay Area served by District IV consists of 6,584 highway lane miles, 1,925 bridges, 4,600 acres of landscape, 10,000 culverts, and 3 roadside rest stops. Caltrans 2005 ten-year SHOPP identifies over $29 billion in state-wide rehabilitation needs.

Discussion:
For the STA Board meeting, Dana Cowell, Deputy Director for Planning for Caltrans District IV, has been invited to provide an overview of the SHOPP program. The past month, Caltrans met with STA staff to discuss the upcoming District IV project submittals for the 2006 SHOPP. Last week, each of the nine Bay Area Congestion Management Agencies were provide a draft list of 2006 SHOPP projects submitted by District IV to Caltrans Headquarters for their respective counties. The SHOPP list for Solano County will be provided to the STA Board under separate cover. In summary, the list recommends 2006 SHOPP funding (prior to estimated project escalation) in the following program categories:

1. Collision Reduction ($13.758 million)
2. Mandates ($.6 million)
3. Bridge Preservation ($11.320 million)
4. Roadway Preservation ($106.919 million total)
   a. Roadway Rehabilitation ($69.87 million)
   b. Pavement Rehabilitation ($25.927 million)
   c. Roadway Protective Betterments ($8.232 million)
   d. Signs & Lighting Rehabilitation ($2.8 million)
5. Mobility ($76.986 million total)
   a. Operational Improvements ($22.582 million)
   b. Transportation Management Systems ($51.390 million)
6. Roadside Preservation/Highway Planting Restoration ($8.687 million)

2006 SHOPP Total Submitted by Caltrans District IV for Solano County - $218.27 million

On September 28, 2005, this draft 2006 SHOPP list for Solano County was distributed and discussed at the STA TAC meeting. Upon review of the draft list, the TAC unanimously recommended requesting the STA Board authorize the Executive Director forward a letter to Caltrans requesting the addition of the following two projects:

1. I-80 rehabilitation project between SR 12 East in Fairfield and Meridian Road in Vacaville for prioritization in the Pavement Rehabilitation category in the 2006 SHOPP.
2. The East bound/West bound I-780 Stripe Auxiliary Lane, 2nd Street to 5th Street in Benicia, be included as a minor improvement project.

Staff concurs with both of these TAC recommendations pursuant to the 2006 SHOPP.

Recommendation:
Approve the following:
1. Authorize the Executive Director to send a letter to Caltrans requesting the addition of the I-80 rehabilitation project between SR 12 East in Fairfield and Meridian Road in Vacaville for prioritization in the 2006 SHOPP's Pavement Rehabilitation category.
2. Authorize the Executive Director to send a letter to Caltrans requesting the EB/WB I-780 Stripe Auxiliary Lane project between 2nd Street and 5th Street in Benicia be included as a minor improvement project.

Attachments:
A. State Highway Operation and Protection Program (SHOPP) – Caltrans District IV Presentation.
B. Caltrans District IV Submittal Project Submittal List for 2006 SHOPP for Solano County (to be provided under separate cover)

State Highway Operation and Protection Program (SHOPP)

District 4 Presentation

September, 2005

State Highway Operation and Protection Program (SHOPP)

"Initiating SHOPP Projects"

Prepared by
Office of Program Management

WHAT IS SHOPP

The State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that have a purpose of:

- Collision Reduction,;
- Bridge Preservation;
- Roadway Preservation;
- Roadside Preservation;
- Mobility;
- Facilities;
- Emergency & Mandated.

Collision Reduction

Safety Improvements	201.010	Division of Operations
Collision Severity Reduction	201.015	Division of Operations
Median Barrier Upgrade	201.020	Division of Operations

Purposes:

- Reduce the number and severity of collisions;
- Upgrade safety features within the clear recovery area of the roadbed;
- Upgrade median barriers to concrete barriers, and to current standard by 2010.

Bridge Preservation

Bridge Rehabilitation	201.110	Division of Maintenance
Bridge Scour Mitigation	201.111	Division of Maintenance
Bridge Rail Replace/ Upgrade	201.112	Division of Maintenance
Bridge Seismic Restoration	201.113	Division of Maintenance
Bridge Widening	201.114	Division of Maintenance
Bridge Preservation	201.115	Division of Maintenance

Purposes:

- Restore, rehabilitate, or replace bridges when structurally deficient, scour critical, or with seismic deficiencies;
- Bring bridge rails up to current standards;
- Conduct intermediate actions to delay major rehabilitation.

Roadway Preservation

Highway Rehabilitation	201.120	Division of Maintenance
Pavement Rehabilitation	201.121	Division of Maintenance
Pavement Preservation	201.122	Division of Maintenance
Long-Life Pavement Corridors	201.125	Division of Maintenance
Roadway Protective Betterments	201.150	Division of Maintenance
Drainage System Restoration	201.151	Division of Maintenance

Purposes:

- Rehabilitate roadways that ride rougher than established maximums and/or exhibit substantial structural problems;
- Provide intermediate fixes and preventive treatments;
- Protect from anticipated future damage from natural events;
- Replace, rehabilitate, and upgrade highway drainage systems.

Roadside Preservation

Highway Planting Restoration	201.210	Division of Design
Freeway Maintenance Access	201.230	Division of Maintenance
Roadside Enhancement	201.240	Division of Design
Beautification and Modernization	201.245	Division of Design
Safety Roadside Rest Area Restoration	201.250	Division of Design
New Safety Roadside Rest Areas	201.260	Division of Design

Purposes:

- Restoration and rehabilitation of existing highway plantings and irrigation systems;
- Improvements to minimize the exposure of highway workers to traffic, and increase worker safety;
- Improve appearance of highway corridor, and reduce maintenance and life-cycle costs;
- Add new roadside rests, and restore existing roadside rests.

Mobility

Signs and Lighting Rehabilitation	201.170	Division of Operations
Operational Improvements	201.310	Division of Operations
Transportation Management System	201.315	Division of Operations
Weight Stations and WIM Facilities	201.321	Division of Operations
Trans Permit Requirements for Bridges	201.322	Division of Operations

Purposes:

- Rehabilitate and upgrade signs, to improve visibility to motorists;
- Improve traffic flow, congestion and operations at spot locations;
- TSM expansion and improvements;
- Weigh-in-Motion systems and upgrades for oversize/weight vehicles.

Facilities

Equipment Facilities	201.351	Division of Administration
Maintenance Facilities	201.352	Division of Maintenance
Office Buildings	201.353	Division of Administration
Materials Lab	201.354	Division of Construction

Purposes:

- Facilities for the Division of Equipment's operations, such as mechanic facilities, district shops, and equipment storage areas;
- Facilities for the Division of Maintenance's operations, such as maintenance stations;
- District and Headquarters office buildings;
- Specialized laboratory, field testing, and inspection services involving materials and manufactured products.

Emergency & Mandated

Major Damage Restoration	201.130	Division of Maintenance
Relinquishments	201.160	Division of Trans. Plan./Local Assist
Noise Attenuation for Schools	201.270	Division of Design
Railroad	201.325	HQ
Hazardous Waste Mitigation	201.330	Division of Envr. Plan. & Eng.
Storm water	201.335	Division of Envr. Plan. & Eng.
ADA Compliance	201.361	Division of Administration

Purposes:

- Reopen and repair facilities damaged by natural disasters, catastrophes, or other events;
- Relinquishments of State Highways to local agencies;
- Addressing noise in school zones;
- Eliminate hazards at existing railroad crossings;
- Clean-up hazardous waste when not part of a programmed project;
- Implementation of court ordered storm water mitigation projects;
- Curb ramps, pedestrian pathways, and ADA features.

WHO & WHEN

The SHOPP is prepared by the Department every two years and approved by April of even years in accordance with applicable California law.

Fund Estimate

The State Transportation Improvement Program (STIP) Fund Estimate provides the funding level for the SHOPP four-year period, as approved by the California Transportation Commission.

10 Year SHOPP Needs Plan

- To identify projects over 10-years to meet the Performance Goals set by Headquarters;
- A starting point for the PID Workplan and SHOPP Candidate List.

Note: Being in the 10-Year SHOPP Needs Plan is <u>not</u> a commitment to be programmed.

Getting a Project on the 10-year SHOPP Needs Plan

Work with the Program Advisor to submit projects.

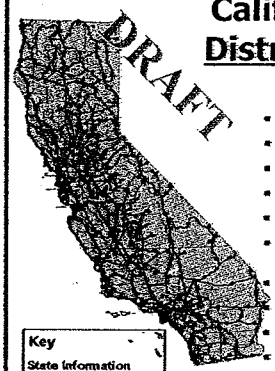
Selection

Selection of new projects for the SHOPP is based on statewide needs rather than on geographical distribution, since funding for SHOPP projects is not subject to county share or north/south split requirements.

2004 SHOPP Funding District 4 vs. State

	Programmed Amount	Total Projects
District Total	$1,264,600,000	122
State Total	$5,482,100,000	719
District % of State	23.1%	17%

California State & District 4 Highway System



- 50,000 Lane Miles
- 6,584 Lane miles (13.1% of State)
- 12,500 Bridges
- 1925 Bridges (15.4% of State)
- 26,800 Acres of Landscape
- 4600 Acres of Landscape (17.2% of State)
- 205,000 Culverts
- 10,000 Culverts (4.9% of State)
- 88 Safety Roadside Rests
- 3 Roadside Rests (3.4% of State)

SHOPP Needs Are Statewide

- 2005 Ten-Year SHOPP identifies rehabilitation needs of $29.72B Statewide.
- $5.75B * (19.3% of State)
- Proposed SHOPP Funding Plan: $1.73B/Year Statewide.
- Assumed D4 Funding Plan: $.33B/Year** (19.3% of State)

NOTES on District Funding Plan:

*Amount identified by the District and submitted to HQ for the 2005 Ten-Year Plan.

**District level assumed to be proportional to the State's proposed funding level; though there is no guaranteed SHOPP funding level for the District.

2005 Ten-Year SHOPP Plan

Eight SHOPP Categories:

- Emergency Response
- Collision Reduction
- Mandated
- Bridge Preservation
- Roadway Preservation
- Mobility Improvement
- Roadside Preservation
- Facility Improvement

DRAFT

Emergency Response Needs – Statewide $590M; $21.3M* (3.6% of State)

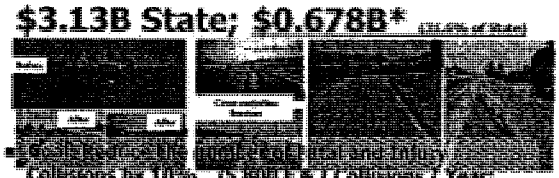
- Goal: Restore roadway to full service within 180 days after major damage.
  - Respond to earthquakes, floods, fires and other emergencies.

Proposed Funding Plan:
$59M/Year; $2.13M/Year (3.6% of State)

- Goal: Same as needs

DRAFT

Collision Reduction Needs - $3.13B State; $0.678B*



Collisions by 10% (5,800 F&I Collisions / Year, 1377 F&I Collisions/Year, 23.7% of State).

Proposed Funding Plan: $340M/Year; $73.4M/Year (21.6% of State).

- Goals: Reduce F&I collisions and complete median barrier upgrade in 5 years; 2 years.

DRAFT

Mandated - $950M State; $74M* (7.8% of State)

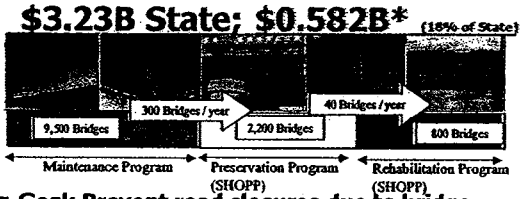
- Goal: Comply with State and federal laws and regulations.

Proposed Funding Plan: $95M/year; 7.4M/year (7.8% of State).

- Goal: Comply with State and federal laws and regulations.

DRAFT

Bridge Preservation Needs - $3.23B State; $0.582B* (18% of State)



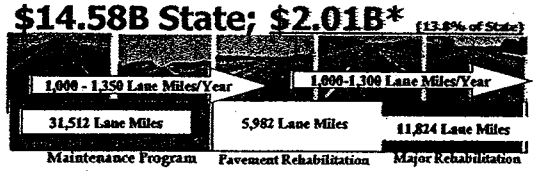
- Goal: Prevent road closures due to bridge failure. Reduce rehabilitation needs from 800 to 400 bridges; 113 to 55 bridges.

Proposed Funding Plan: $250M/Year; $45M/Year** (18% of State).

- Goal: Prevent road closure due to bridge failure. Maintain rehabilitation needs at 800 bridges; 113 Bridges (19.8% of State).

DRAFT

Roadway Preservation Needs - $14.58B State; $2.01B* (13.8% of State)



- Goal: Reduce pavement rehabilitation needs from 24% to 10 % of the system (11,824 to 5,500 lane miles; 1612 to 800 lane miles).

Proposed Funding Plan: $636M/Year; $87.78M** (13.8% of State).

- Goal: Maintain pavement rehabilitation at current levels (11,824 lane miles; 1612 lane miles, 13.6% of State).

DRAFT

Mobility Improvement Needs - $4.66B State; $2.02B* (43.3% of State)

Operational Improvement | Changeable Message sign (CMS) | Highway Advisory Radio System (HARS)

- Goal: Reduce trip time and improve trip reliability (reduce delay by 120 million vehicle-hours; 24.1million vehicle-hours, 20% of State).

Proposed Funding Plan: $240M/Year; $104M/Year** (43.3% of State).

- Goal: Reduce delay by 7 million vehicle-hours/year; 1.4million vehicle-hours (20% of State).

DRAFT

Roadside Preservation Needs - $930M State; $120M* (12.9% of State)

- Goals: Reduce long term maintenance costs. Improve worker and traveler safety.

Proposed Funding Plan: $36M/Year; $4.6M/Year** (12.9% of State).

- Goals: Reduce long term maintenance costs. Improve worker and traveler safety. (Maintain current level of deficient landscape at 12,800 acres; 1,400 acres, 10.9% of State).

DRAFT

Safety Roadside Rest Needs - $520M State; $34M* (6.5% of State)

Tripping hazards(tort) | ADA non-compliance | Cal/OSHA (non-compliance)

- Goal: Improve traveler safety and comply with ADA and Cal/OSHA mandates - (Rehabilitate 7 existing and construct 4 new / year; Rehabilitate 2 existing and construct 2 new over 10 year Period)

Proposed Funding Plan: $24M/Year; $1.56M/Year** (6.5% of State)

- Goal: Comply with ADA and Cal/OSHA mandates - (rehabilitate 7 safety roadside rests per year)

DRAFT

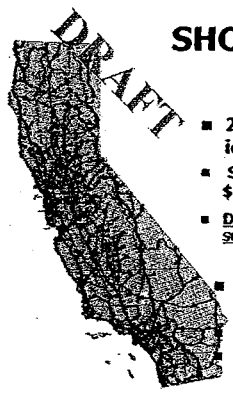
Facility Improvement Needs - $1.13B State; $0.19B* (16.8% of State)

- Goal: Address worker safety, Cal-OSHA requirements, and improve operational efficiency.

Proposed Funding Plan: $50M/Year; $8.4M/Year** (16.8% of State).

- Goal: Address only worker safety and Cal-OSHA requirements.

DRAFT



SHOPP Needs Are Statewide

- **2005 Ten Year SHOPP identifies:**
  - Statewide rehabilitation needs of $29.72B
  - District needs $5.75 B* (19.3% of State)
- **Proposed SHOPP Funding Plan:**
  - $1.73B/year Statewide ;
  - $0.33B/year District 4**(19.3% of State)

California State & District 4 Highway System

- 50,000 Lane Miles
- 6,584 Lane miles (13.1% of State)
- 12,500 Bridges
- 1925 Bridges (15.4% of State)
- 26,800 Acres of Landscape
- 4600 Acres of Landscape (17.2% of State)
- 205,000 Culverts
- 10,000 Culverts (4.9% of State)
- 88 Safety Roadside Rests
- 3 Roadside Rests (3.4% of State)

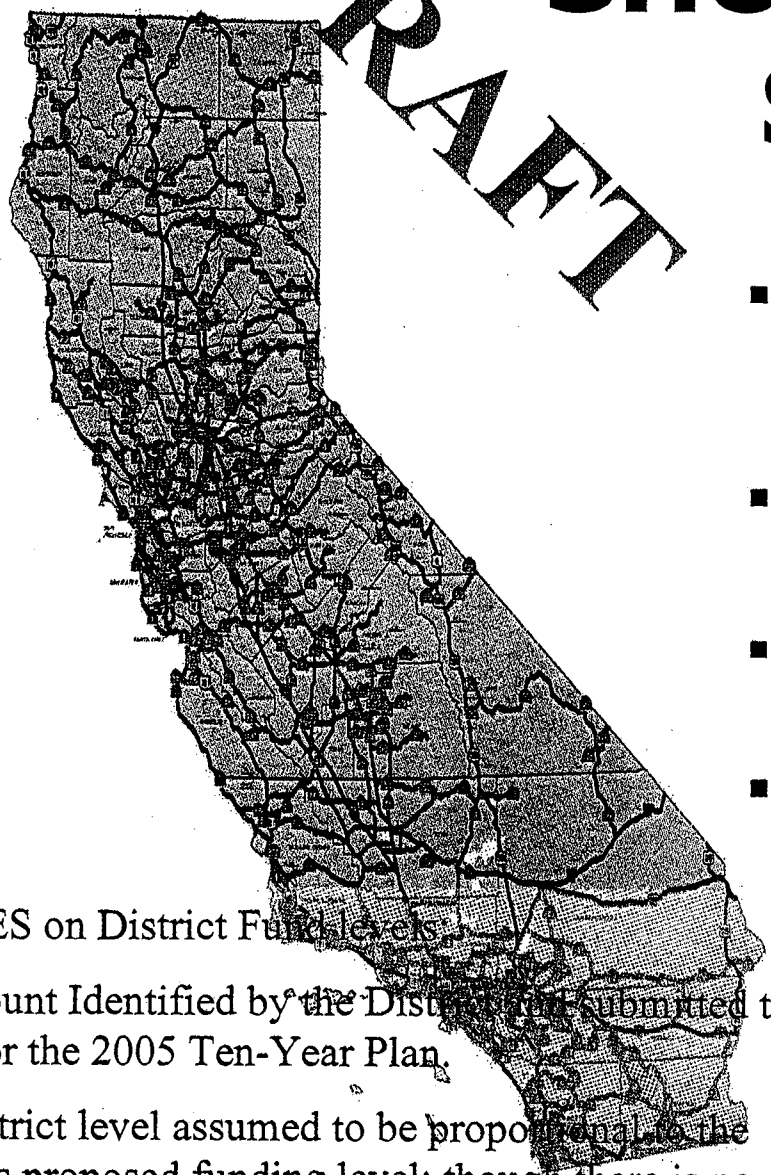
Key

State Information

District Information

SHOPP Needs Are Statewide

DRAFT



- **2005 Ten-Year SHOPP identifies rehabilitation needs of $29.72B Statewide.**
- **<u>$5.75B * (19.3% of State)</u>**

- **Proposed SHOPP Funding Plan: $1.73B/Year Statewide.**
- **<u>Assumed D4 Funding Plan: $.33B/Year** (19.3% of State)</u>**

NOTES on District Funding levels:

*Amount Identified by the District and submitted to HQ for the 2005 Ten-Year Plan.

**District level assumed to be proportional to the State's proposed funding level; though there is no guaranteed SHOPP funding level for the District.

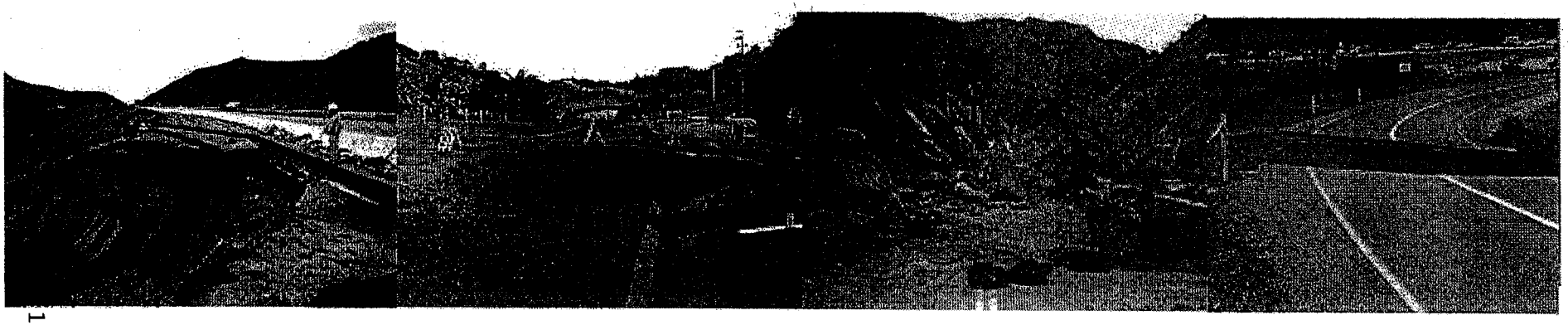
2005 Ten-Year SHOPP Plan

Eight SHOPP Categories:

- Emergency Response
- Collision Reduction
- Mandated
- Bridge Preservation
- Roadway Preservation
- Mobility Improvement
- Roadside Preservation
- Facility Improvement

DRAFT

Emergency Response Needs – Statewide $590M; $21.3M* (3.6% of State)



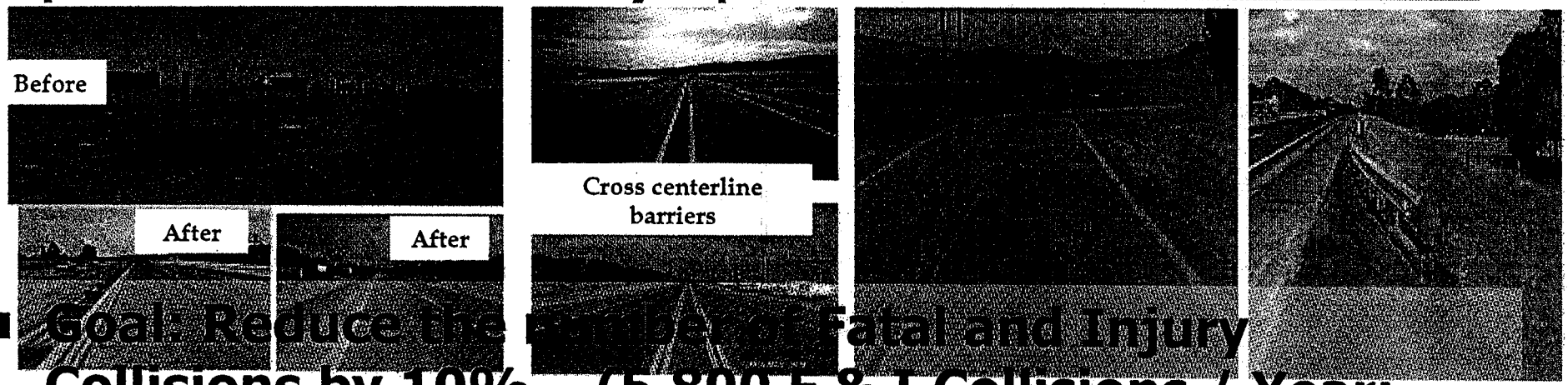
- Goal: Restore roadway to full service within 180 days after major damage.
  - Respond to earthquakes, floods, fires and other emergencies.

Proposed Funding Plan:
$59M/Year; $2.13M/Year (3.6% of State).

- Goal: Same as needs

DRAFT

Collision Reduction Needs - $3.13B State; $0.678B* (21.6% of State)



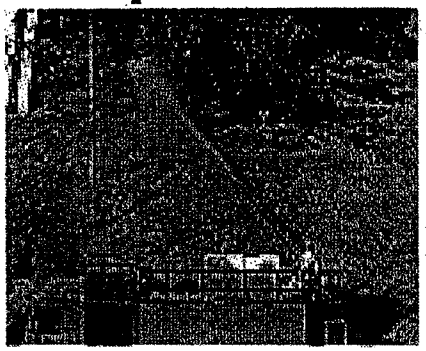
- Goal: Reduce the number of Fatal and Injury Collisions by 10% (5,800 F & I Collisions / Year; 1377 F&I Collisions/Year, 23.7% of State).

Proposed Funding Plan: $340M/Year; $73.4M/Year (21.6% of State).

- Goals: Reduce F&I collisions and complete median barrier upgrade in 5 years; 2 years.

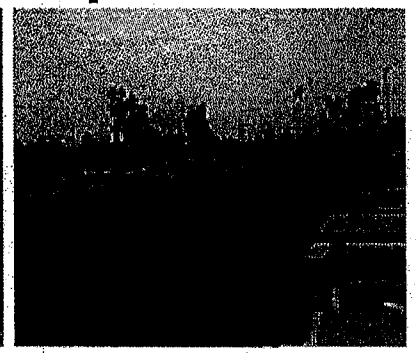
DRAFT

Mandated - $950M State; $74M* (7.8% of State)



Storm Water

Railroad crossing



Noise for Schools

ADA Curb Ramps

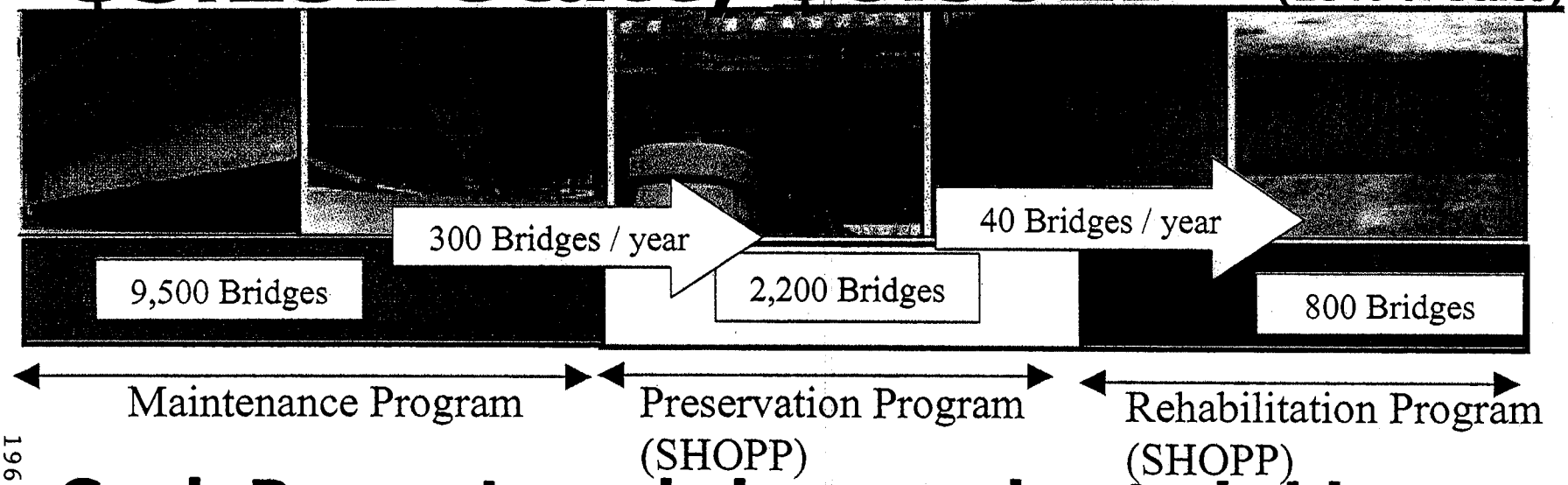
- Goal: Comply with State and federal laws and regulations.

Proposed Funding Plan: $95M/year; 7.4M/year (7.8% of State).

- Goal: Comply with State and federal laws and regulations.

DRAFT

Bridge Preservation Needs - $3.23B State; $0.582B* (18% of State)



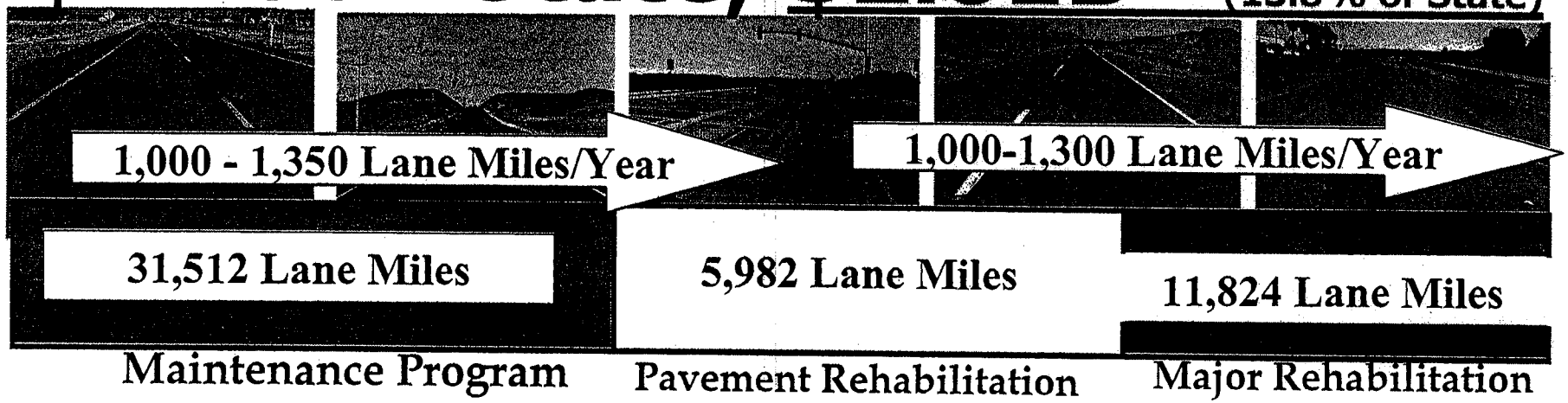
- **Goal: Prevent road closures due to bridge failure. Reduce rehabilitation needs from 800 to 400 bridges; 113 to 55 bridges.**

Proposed Funding Plan: $250M/Year; $45M/Year (18% of State).**

- **Goal: Prevent road closure due to bridge failure. Maintain rehabilitation needs at 800 bridges; 113 Bridges (19.8% of State).**

DRAFT

Roadway Preservation Needs - $14.58B State; $2.01B* (13.8% of State)



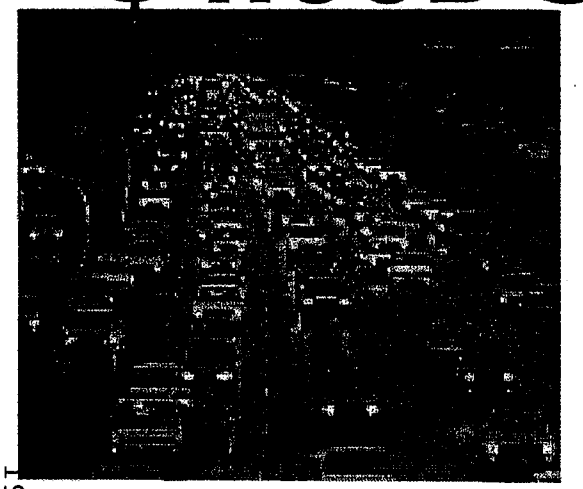
- **Goal: Reduce pavement rehabilitation needs from 24% to 10 % of the system (11,824 to 5,500 lane miles; 1612 to 800 lane miles).**

Proposed Funding Plan: $636M/Year; $87.78M (13.8% of State).**

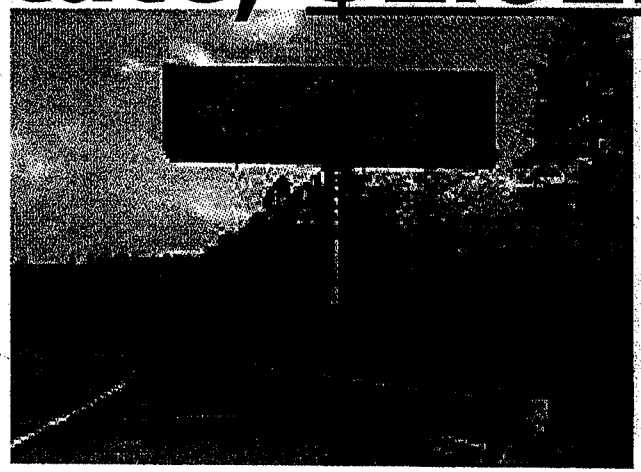
- **Goal: Maintain pavement rehabilitation at current levels (11,824 lane miles; 1612 lane miles, 13.6% of State).**

DRAFT

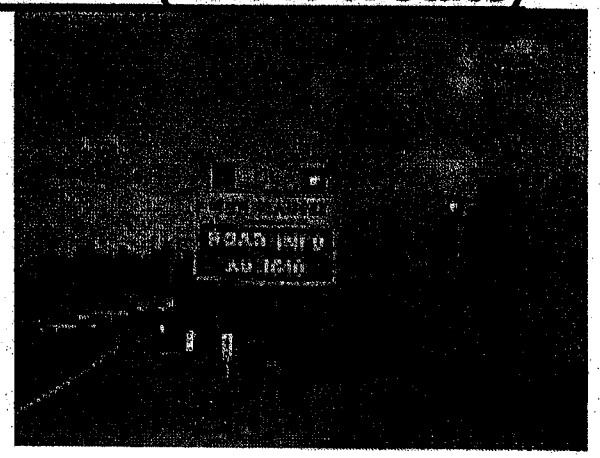
Mobility Improvement Needs - $4.66B State; $2.02B* (43.3% of State)



Operational Improvement



Changeable Message sign (CMS)



Highway Advisory Radio System (HARS)

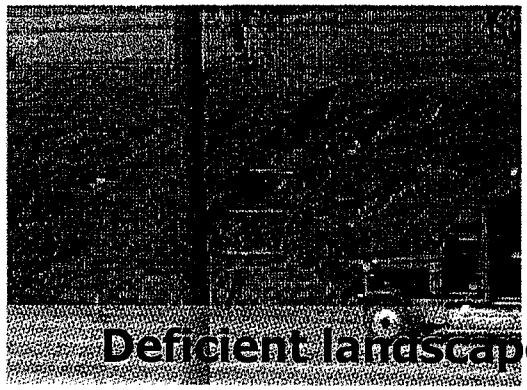
- **Goal: Reduce trip time and improve trip reliability (reduce delay by 120 million vehicle-hours; <u>24.1million vehicle-hours, 20% of State</u>).**

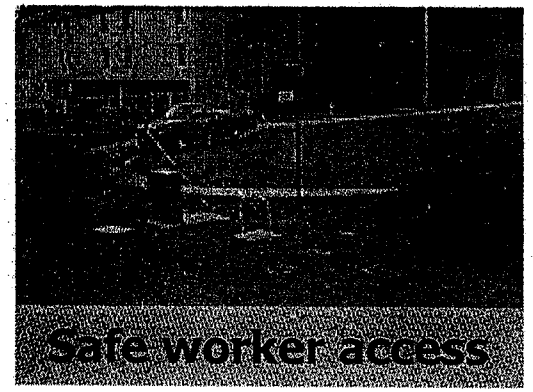
Proposed Funding Plan: $240M/Year; <u>$104M/Year (43.3% of State).</u>**

- **Goal: Reduce delay by 7 million vehicle-hours/year; <u>1.4million vehicle-hours (20% of State)</u>.**

DRAFT

Roadside Preservation Needs - $930M State; $120M* (12.9% of State)





- Goals: Reduce long term maintenance costs. Improve worker and traveler safety.

Proposed Funding Plan: $36M/Year; $4.6M/Year** (12.9% of State).

- Goals: Reduce long term maintenance costs. Improve worker and traveler safety. (Maintain current level of deficient landscape at 12,800 acres; 1,400 acres, 10.9% of State) .

DRAFT

Safety Roadside Rest Needs - $520M State; $34M* (6.5% of State)

Tripping hazards(tort)

ADA non-compliance

Cal/OSHA (non-compliance)

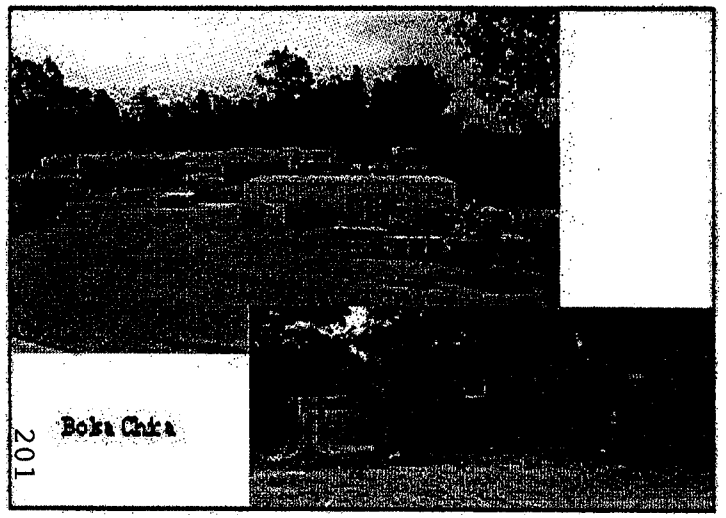
- Goal: Improve traveler safety and comply with ADA and Cal/OSHA mandates - (Rehabilitate 7 existing and construct 4 new / year; Rehabilitate 2 existing and construct 2 new over 10 year Period)

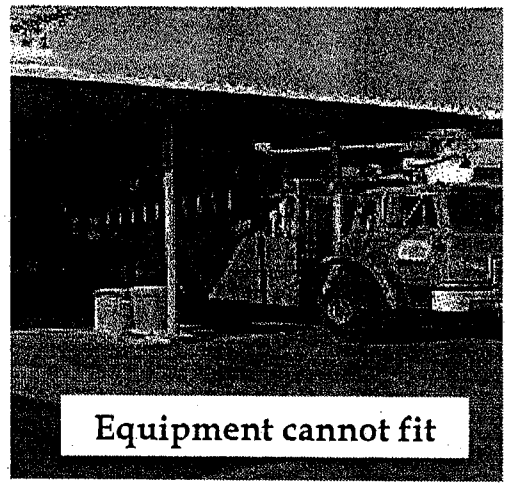
Proposed Funding Plan: $24M/Year; $1.56M/Year** (6.5% of State)

- Goal: Comply with ADA and Cal/OSHA mandates - (rehabilitate 7 safety roadside rests per year)

DRAFT

Facility Improvement Needs - $1.13B State; $0.19B* (16.8% of State)



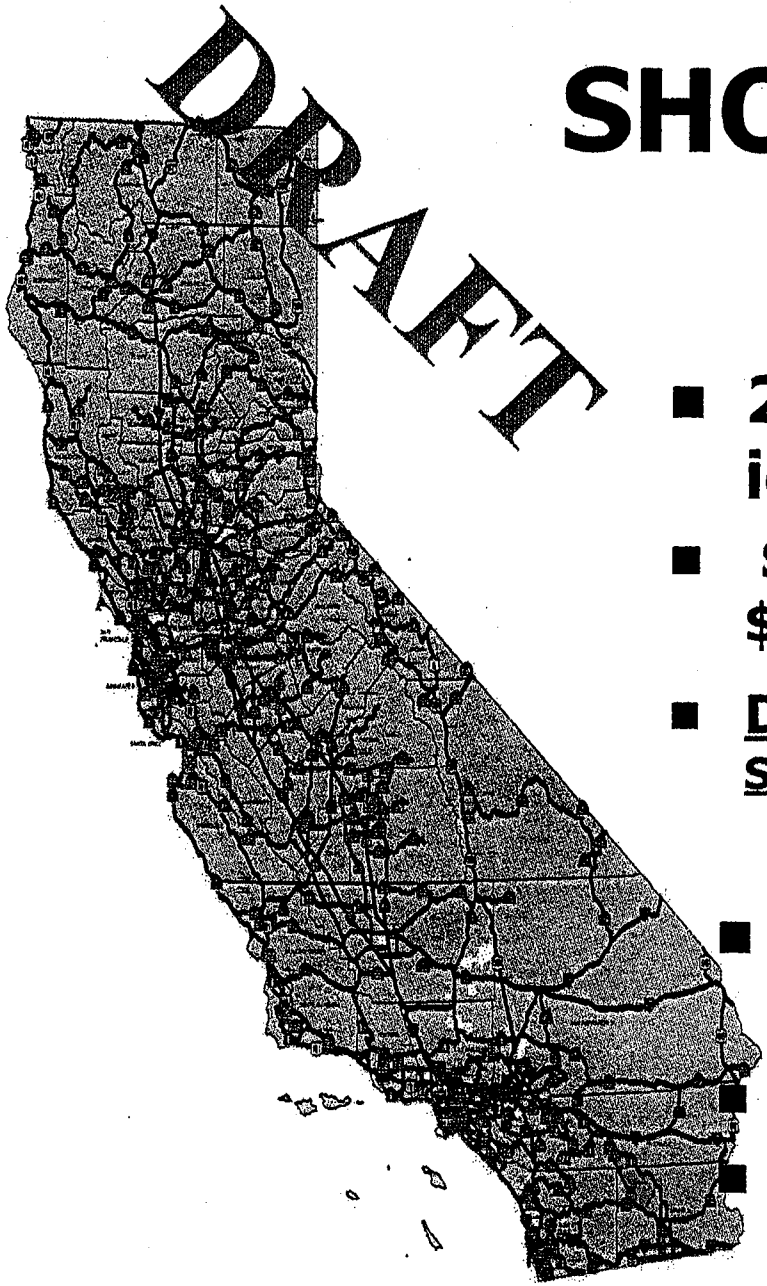


- Goal: Address worker safety, Cal-OSHA requirements, and improve operational efficiency.

  Proposed Funding Plan: $50M/Year; $8.4M/Year** (16.8% of State).

- Goal: Address only worker safety and Cal-OSHA requirements.

DRAFT

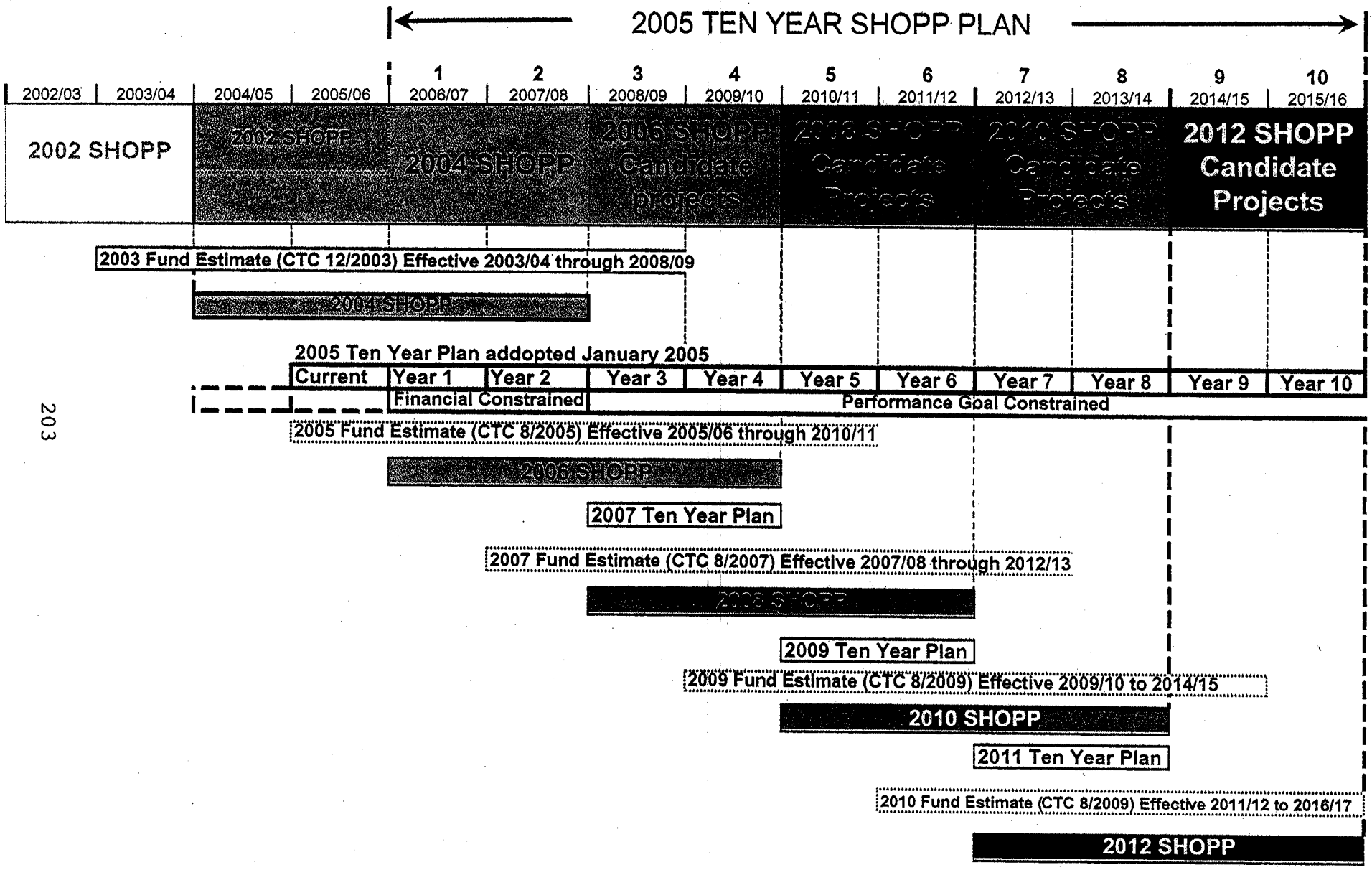


SHOPP Needs Are Statewide

- **2005 Ten Year SHOPP identifies:**
- **Statewide rehabilitation needs of $29.72B**
- **District needs $5.75 B* (19.3% of State)**

- **Proposed SHOPP Funding Plan:**
- **$1.73B/year Statewide ;**
- **$0.33B/year District 4**(19.3% of State)**

Attachment 4
2005 Ten Year Plan Timeline



2005 SHOPP Ten-Year Plan and 2006 SHOPP Timeline*

- July '04 – Department requesting preparation of District's 2005 SHOPP Ten-Year Plan
- November '04 – Submission of District's 2005 SHOPP Ten-Year Plan to the Department
- January '05 – Department Draft 2005 SHOPP Ten-Year Plan submitted to CTC for review and comments
- May '05 – Department 2005 Ten-Year Plan submitted to Governor and the California State Legislature (returned unapproved for release)
- May '05 – Initial District Candidate Lists for 2006 SHOPP
- September '05 – Scoping Documents due for new projects proposed for 2006 SHOPP
- October '05 – District Submission of internal review of 2006 SHOPP project list
- September '05 CTC Meeting – Fund Estimate to be approved
- Mid-November '05 – Department anticipates forwarding Draft 2006 SHOPP to regions
- January '06 – Department to send proposed 2006 SHOPP to CTC
- April '06 CTC Meeting - 2006 SHOPP approval.

* - General timeline for 2006 SHOPP development subject to change.

2006 Draft SHOPP List from HQ
September 13, 2005

(By Counties)

Sorted by County – Route – Post Mile
Prepared by Caltrans D-4 Office of Program Management, 9/14/05

	Project Identification and Description (do not use metric)								Proj Cur Prog in CTIPS				Prior Dist Recommendations				HQ 2006 Recommendations 9/13/05				Cost Summary			Perf Indicator 1
Source	Dist	Co	Route	Postmiles	Location/Description	PID Approved (Y/N) or Date to be App.)	EA	PPNO	Program Code	FY Prog	RW	1/1/06 Cost	Program Code	FY Prog	RW	1/1/06 Cost	Program Code	FY Prog	RW	1/1/06 Cost	Esc. Const. Cost (3.0%)	RTL	Perf Meas Value	Performance Measure
	Emergency Restoration																							
	Major Damage Restoration																							
					Emergency Damage Restoration (201.130)				201.130				201.130				201.130							
	Collision Reduction																							
	Safety (201.010)																							
					Safety Reservation (201.010)																			
	Collision Reduction Severity (201.015)																							
New	4	SOL	12	22.7/R23.7	On Rte 12 from Azevedo Road to Liberty Island Road - Shoulder Widening		2A620				$ -	$ -	201.015	2006/06	$ -	$ -	201.015				$ 3,308			Location(s)
SHOPP	4	SOL	80	13.0/42.0	In Solano County - at various locations; also on Routes 505 and 780 - remove gore signs and replace with overhead signs		271001	5301C	201.015	2005/06	$ -	$ 3,387	201.015	2005/06	$ -	$ 3,387	201.015		$ -	$ 3,387	$ 3,489	8/1/2006	24.00	Location(s)
SHOPP	4	SOL			In Solano County - on various routes - upgrade traffic barrier and guardrail end terminals		0A880K	5402A	201.015	2005/06	$ -	$ 1,827	201.015	2005/06	$ -	$ 1,827	201.015		$ -	$ 1,827	$ 1,882	7/14/2005	76.00	Location(s)
	Upgrade Median Barrier (201.020)																							
SHOPP	4	SOL	80	8.1/12.9	Near Fairfield - American Canyon Road to Suisun Creek - upgrade median barrier		270400	5301B	201.020	2006/07	$ -	$ 5,517	201.020	2006/07	$ -	$ 5,517	201.020	2006/07	$ -	$ 5,517	$ 5,683	10/1/2006	3.00	Centerline Miles
	Mitigation																							
	Relinquishments																							
					Relinquishments Reservation (201.160)				201.160				201.160				201.160							
	Noise Attenuation for Schools																							
					Noise Attenuation for Schools Reservation (201.270)				201.270				201.270				201.270							
	Railroad Grade Crossings																							
					Railroad Grade Crossing Reservation (201.325)				201.325				201.325				201.325							
	Hazadous Waste Mitigation																							
					Harardous Waste Mitigation Reservation (201.330)				201.330				201.330				201.330							
	Storm Water Mitigation																							
New	4	NAP, SON & SOL	Var	Var	Improvements to Maintenance Vactor/Storage Sites for Storm Water Issues										$ -				$ -		$ 656			Location(s)
	ADA Curb Ramps																							
					ADA Curb Ramps Reservation (201.361)				201.361				201.361				201.361							
	Bridge Rehabilitation																							
	Bridge Rehabilitation																							
SHOPP	4	SOL	12	26.4	In Rio Vista - Sacramento River Bridge #23-0024 - rehabilitate bridge		1A280K	0307S	201.110	2006/07	$ -	$ 961	201.110	2006/07	$ -	$ 961	201.110	2006/07	$ -	$ 961	$ 990	3/1/2007	1.00	Bridges Rehab'd
SHOPP	4	SOL	84	2.5	Near Rio Vista - Cache Slough Ferry bridge # 23-0034 - replace bridge		44630K	5402	201.110	2005/06	$ -	$ 2,836	201.110	2005/06	$ -	$ 2,836	201.110		$ -	$ 2,836	$ 2,921	6/30/2006		
	Bridge Preservation																							
					Bridge Rehabilitation Reservation (201.110)				201.115				201.115				201.115							
	Bridge Scour Mitigation																							
SHOPP	4	SOL	80	R26.0/R27.2	In Vacaville - Davis Street to Allison Drive at Mason Street #23 0051L/R and Ulatis Creek #23-0052L/R - replace bridges (scour)		4C060K	5302	201.111	2005/06	$ 602	$ 7,523	201.111	2005/06	$ 602	$ 7,523	201.111	2005/06	$ 602	$ 7,523	$ 7,523	4/1/2006		
	Bridge Seismic Restoration																							
	Bridge Widening																							
	Transportation Permit Req. Bridges																							
	Bridge Rail Replacement & Upgrade																							
	Roadway Preservation																							
	Roadway Rehabilitation																							
SHOPP	4	SOL	12	7.9/R14.7	Near Suisun City - east of Scandia Road to Denverton Overhead - rehabilitate roadway		0T0900	4020B	201.120	2007/08	$ 98	$ 7,936	201.120	2007/08	$ 98	$ 7,936	201.120	2007/08	$ 98	$ 7,936	$ 8,419	8/1/2007	22.00	Lane Miles
SHOPP	4	SOL	12	R14.7/R20.6	Near Suisun City - Denverton Overhead to Currie Road - rehabilitate roadway		0T1011	8059A	201.120	2007/08	$ 227	$ 23,250	201.120	2007/08	$ 227	$ 23,250	201.120	2007/08	$ 227	$ 23,250	$ 24,666	8/1/2007	18.00	Lane Miles
SHOPP	4	SOL	113	19.0/19.8	In Dixon - East Chestnut to West H Street - rehabilitate roadway		0T111K	0412B	201.120	2005/06	$ 100	$ 2,781	201.120	2005/06	$ 100	$ 2,781	201.120	2005/06	$ 100	$ 2,781	$ 2,781	8/1/2005	2.00	Lane Miles
SHOPP	4	SOL	80	4.0/8.1	In Vallejo - Tennessee Street to American Canyon Road - rehabilitate roadway		0T240K	5301G	201.120	2006/07	$ -	$ 16,219	201.120	2006/07	$ -	$ 16,219	201.120	2006/07	$ -	$ 16,219	$ 16,706	1/1/2007		
SHOPP	4	SOL	80	8.1/11.5	Near Vallejo - American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0) - rehabilitate roadway		24090K	4318	201.120	2006/07	$ -	$ 18,713	201.120	2006/07	$ -	$ 18,713	201.120	2006/07	$ -	$ 18,713	$ 19,274	8/1/2006		
SHOPP	4	SOL	680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway (required offsite mitigation)		258721	5902A	201.120	2006/07	$ -	$ 971	201.120	2006/07	$ -	$ 971	201.120		$ -	$ 971	$ 1,030	3/1/2007		
	Pavement Rehabilitation																							
SHOPP	4	SOL	12	L2.1/7.9	In Fairfield and Suisun - west of Chadburn Rd. to west of Union Creek - rehabilitate pavement		0C7901	5001A	201.121	2005/06	$ -	$ 7,692	201.121	2005/06	$ -	$ 7,692	201.121	2005/06	$ -	$ 7,692	$ 7,692	8/1/2005	91.70	Lane Miles
SHOPP	4	SOL	505	0.0/10.6	In Vacaville - Route 80 to Yolo County line - rehabilitate pavement		0C830K	8208	201.121	2007/08	$ -	$ 18,235	201.121	2007/08	$ -	$ 18,235	201.121		$ -	$ 18,235	$ 18,782	6/1/2006	40.00	Lane Miles

	Project Identification and Description (do not use metric)								Proj Cur Prog in CTIPS				Prior Dist Recommendations				HQ 2006 Recommendations 9/13/05				Cost Summary			Perf Indicator 1
Source	Dist	Co	Route	Postmiles	Location/Description	PID Approved (Y/N) or Date to be App.)	EA	PPNO	Program Code	FY Prog	RW	1/1/06 Cost	Program Code	FY Prog	RW	1/1/06 Cost	Program Code	FY Prog	RW	1/1/06 Cost	Esc. Const. Cost (3.0%)	RTL	Perf Meas Value	Performance Measure
	Roadway Preservation																							
					Roadway Preservation Reservation (201.122)				201.122				201.122				201.122							
	Long Life Pavement Rehabilitation																							
	Roadway Protective Betterments																							
SHOPP	4	SOL	80	R9.8/R11.2	Near Fairfield - east of Lynch Road to west of Red Top Road - slope stabilization, install subsurface drainage (phase II)		44960K	5304B	201.150	2005/06	$ 74	$ 8,232	201.150	2005/06	$ 74	$ 8,232	201.150	2005/06	$ 74	$ 8,232	$ 8,232	7/1/2005		
	Drainage System Restoration																							
	Signs & Lighting Rehabilitation																							
SHOPP	4	SOL	80	7.9/39.5	In Fairfield, Pleasant Valley, Vacaville and Dixon - various locations - install intersection lighting		44360K	5303B	201.170	2005/06	$ -	$ 2,800	201.170	2005/06	$ -	$ 2,800	201.170	2005/06	$ -	$ 2,800	$ 2,800	6/28/2005		
	Facilities																							
	Operational Improvements																							
SHOPP	4	SOL	12	1.5/2.8	In Suisun City - near Red Top Road - construct truck climbing lane		0A040K	8068	201.310	2006/07	$ 2,255	$ 7,652	201.310	2006/07	$ 2,255	$ 7,652	201.310	2006/07	$ 2,255		$ 8,118	1/1/2007		
New	4	SOL	80	R24.9/R25.1	In Vacaville, 180m west of Alamo Crk Br. to Alamo W/B on-ramp - Lengthening On-ramp & Widen Bridge	Y	0A090	5302C													$ 1,485		11.00	1000 Veh. Hr/Yr
New	4	SOL	80	R27.2/R28.3	In Solano, at Route 80/505 Interchange, Sol-505-PM R0.0 - Construct auxiliary lane		44450	8274													$ 14,963		147.00	1000 Veh. Hr/Yr
SHOPP	4	SOL	80	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals		27510K	5301E	201.310	2005/06	$ 2	$ 1,507	201.310	2005/06	$ 2	$ 1,507	201.310		$ 2	$ 1,507	$ 1,552	6/30/2006		
	Transportation Management Systems																							
New	4	ALA ALA CC SOL SOL	580 680 680 680 780	18.80/20.50 R20.00/R21.70 R0.00/25.40 0.00/R0.83 0.00/6.98	On 580 Dublin BART to Route 680, On 680 Route 580 to Route 780, SOL780 Route 680 to Route 80 - Install Fiber, TOS/RM Elements	Y	15089K	0148E													$ 27,997		74.00	Field Elements
New	4	VAR	VAR	Var	SOL 80 from CC to YOLO County Line. SOL 680 from CC County Line to Rte 80. SOL 780 from Rte 680 to Rte 80. SOL 505 from Rte 80 to YOLO County Line. SOL 12 from Rte 80 to Beck Ave. SOL 37 from SON County Line to Rte 80. NAPA 80 from SOL County Line t - Install TMS elements	N	TMS015	TBD													$ 28,125		266.00	Field Elements
	Weigh Stations & WIM																							
					Weigh Station - minor (201.321)				201.321				201.321				201.321							
	Roadside Preservation																							
	Highway Planting Restoration																							
SHOPP	4	SOL			In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 3)	Y	1A400K	0156Y	201.210	2007/08	$ -	$ 1,571	201.210	2007/08	$ -	$ 1,571	201.210	2007/08	$ -	$ 1,571	$ 1,667	10/1/2007	17.00	Acres
SHOPP	4	SOL			In various counties - at various locations - highway planting restoration (remove trees phase 1)	Y	1A380K	0702Y	201.210	2005/06	$ -	$ 1,525	201.210	2005/06	$ -	$ 1,525	201.210	2005/06	$ -	$ 1,525	$ 1,525	6/28/2005	17.00	Acres
SHOPP	4	SOL			In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 2)	Y	1A390K	0785Y	201.210	2006/07	$ -	$ 1,571	201.210	2006/07	$ -	$ 1,571	201.210	2006/07	$ -	$ 1,571	$ 1,618	6/1/2006	17.00	Acres
New	4	SOL	80	0.6/4.7	In Vallejo - on Rte 80 fr Carquinez Bridge Toll Plaza to Redwood Pkwy OC (portions); also on Rte 780 (PM 7.1/7.4)	9/1/2005	2A520K	0156F								$ 2,680				$ 2,680	$ 3,015		40.00	Acres
New	4	SOL	780	1.4/7.07	Vallejo & Benicia - 7th St UC; also from 2nd St UC to 5th St UC and Glen Cove to Rte 80 - Highway Planting Restoration (of Removed Trees Phase 4)	9/1/2005	2A230K	0156G													$ 1,464		40.00	Acres
	Freeway Maintenance Access																							
					Freeway Maintenance Access (201.230)				201.230				201.230				201.230							
	Roadside Enhancement																							
					SMARA Reservation (201.240)				201.240				201.240				201.240							
	Beautification & Modernization																							
	Safety Rest Area Restoration																							
	New Safety Road Side Rest Areas																							
					New Safety Road Side Rest Areas Reservations (201.260)				201.260				201.260				201.260							
	Facilities Support																							
	Equipment Facilities																							
	Maintenance Facilities																							
	Office Facilities																							
	Material Labs																							
					Transportation Lab Reservation (201.354)				201.354				201.354				201.354							

STA
Solano Transportation Authority

DATE: September 30, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – October 2005 and STA's Draft 2006 Legislative Priorities and Platform

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities.

Discussion:
The last day for any bill to pass in the State Legislature was September 9, 2005. The Interim Study Recess is now in progress, and October 9 is the last day for the Governor to either sign or veto bills passed by the Legislature. The bills that the STA Board took a position on in 2005 will be re-considered as two-year bills in January 2006. A current Legislative Matrix is included as Attachment E. Monthly legislative updates are included from The Ferguson Group (Attachment B), and Shaw/Yoder (Attachment C). An analysis of SB 1024 (Perata) by Tony Rice of Shaw/Yoder, placing a proposed statewide bond on the ballot for November, is included as Attachment D.

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in a draft form and then distributed to member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA TAC, Transit Consortium and Board review the attached Draft 2006 Legislative Platform and Priorities (Attachment A) and distribute for review and comment in October, and then agendize for STA Board adoption in December. Recommended additions have been noted in **bold** and recommended deletions with a ~~strikethrough~~. The draft incorporates comments from the September 28 TAC and Consortium meetings.

Fiscal Impact:
None.

Recommendation:
Authorize the STA Executive Director to distribute the STA's Draft 2006 Legislative Priorities and Platform for a 30-day review and comment period.

Attachments:
A. STA's Draft 2006 Legislative Priorities and Platform
B. Legislative Update – The Ferguson Group
C. Legislative Update – Shaw/Yoder, Inc.
D. SB 1024 (Perata) Analysis – Shaw/Yoder, Inc.
E. Legislative Matrix, October 2005

Solano Transportation Authority
DRAFT 2006 Legislative Priorities and Platform
(September 30, 2005)

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
   ~~g.Inter-city transit~~

4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

5. Monitor legislative efforts to merge **or modify** MTC and 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).**

~~6.~~7. Monitor the progress of the $3 bridge toll, support the implementation of Regional Measure 2 funded projects, and ~~oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.~~ monitor RM 2 clean-up legislation to ensure Solano County's priorities and representation are maintained, including for 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. 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*

I. Air Quality

~~1.Support use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.~~

~~2.~~1. Monitor ~~and review approval~~the implementation of the 2004 Ozone Attainment Plan by EPA.

~~3.~~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.

~~4.~~3. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.

~~5.~~4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.

5. ~~6.~~ Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.

~~7.~~6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

7. ~~8.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

~~9.~~8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

~~10.~~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)*

~~8.~~1. Support legislation promoting bicycling and bicycle facilities as a commute option.

~~9.~~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.

III. *Congestion Management*

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

DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM

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*

~~X.~~1. Protect Solano County's statutory portions of the state highway and transit funding programs.

~~XI.~~2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

~~XII.~~3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.

~~XIII.~~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.

~~XIV.~~5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.

~~XV.~~6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.

~~XVI.~~7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

~~XVII.~~8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.

~~XVIII.~~**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** ~~pass a new~~ federal ~~transportation reauthorization bill that maintains the~~ funding ~~categories and flexibility of~~**provided by SAFE**-TEA-~~21~~**LU**, ~~provides a higher level of overall transportation funding,~~ and **to ensure that the federal government** provides a fair share return of funding ~~for~~ **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.~~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.

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.

~~**III.**~~**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.

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 2006 ballot.

~~X~~VIII. *Ferry*

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group "1st and 2nd 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 "3rd 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** ~~from the Federal Emergency Management Agency (FEMA).~~

XII. *Transit*

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

2. Support an income tax credit to employers for subsidizing employee transit passes.

3. Support tax benefits and/or incentives for 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.

1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

To: Solano Transportation Authority Board of Directors

From: Mike Miller

Re: Federal Update – SAFETEA-LU (Authorization) and FY 2006 Appropriations

Date: September 29, 2005

The chart below outlines the status of the project requests as of September 29, 2005.

Project	*Request*	*Status*
Vallejo Station	$4 million in the FY 2006 Transportation, Treasury, and Housing and Urban Development Appropriations Bill under Bus and Bus Facilities or Ferry & Ferry Facilities	- Project submitted to House and Senate Committees - Awaiting Conference action - Continuing Resolution through Nov 18 likely.
Fairfield/ Vacaville Intermodal Station	$2.5 million in the FY 2006 Transportation, Treasury, and Housing and Urban Development Appropriations Bill under Buses and Bus Facilities	- Project submitted to House and Senate Committees - Awaiting Conference action - Continuing Resolution through Nov 18 likely.
I-80/680 Interchange	$50 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	- Project submitted to House and Senate Committees - $21.85 million in H.R. 3, the House TEA-3 Reauthorization - $17.480 million in the SAFETEA-LU Conference Report -President Bush signed bill August 10.

Vallejo Ferries Intermodal Center	$10 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	- Project submitted to House and Senate Committees - Did not receive funding in H.R. 3, the House TEA-3 Reauthorization - Not funded in the SAFETEA-LU Conference Report
Jepson Parkway	$23 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	- Project submitted to House and Senate Committees - $4 million in H.R. 3, the House TEA-3 Reauthorization - $3.2 million in the SAFETEA-LU Conference Report -President Bush signed bill August 10.

Congress will miss its target adjournment of October 3. Hurricane Katrina and Hurricane Rita have delayed work on the remaining Fiscal Year 2006 appropriations bills, including the FY06 Transportation Appropriations bill. With the end of Fiscal Year 2005 one day away, Congress is likely to pass a Continuing Resolution (CR) providing funding to federal agencies, including the Department of Transportation, through November 18. Conventional wisdom has Congress staying in session at least until Thanksgiving and passing an omnibus appropriations bill, including DOT funding, by November 18 or in early December. It is unclear at this point the extent to which hurricane relief costs will impact FY 2006 appropriations levels.

Also, there is ongoing speculation as to whether hurricane relief will be paid for by rescinding or reducing earmarks included in SAFETEA-LU. House Speaker Hastert has signaled that SAFETEA-LU is relatively safe, although there is now speculation that there might be an across-the-board cut – percentage unknown – to programs and High Priority Projects included in the bill. Funding for the 80/680/12 Interchange and Jepson Parkway are High Priority Projects. We are tracking this situation closely.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.

SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

September 28, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: LEGISLATIVE UPDATE

End of Session

The Legislative Session for 2005 ended on Thursday, September 8, 2005. The Legislature will not deliberate again until January 4, 2006. In our last report we warned of potential trickery that could have surfaced during the last few weeks of the Legislative Session, and that we were monitoring developments closely in order to protect the STA's interests. We are pleased to report no harmful legislative proposals were floated or passed during that time. In fact, the end of the Session was fairly anti-climactic for transportation in general. After Proposition 42 was fully funded in the 2005-06 Budget Act, and the outstanding financial issues surrounding the cost overruns for the Bay Bridge were addressed through legislation in July, there were no "big ticket" items left for the Legislature to address, at least as conveyed to us by several lawmakers.

While the impetus for immediate action was not present for any more transportation changes in 2005, there is still a strong desire by several lawmakers to find a more permanent "fix" to Proposition 42 in 2006, meaning increasing or eliminating entirely the ability of the Legislature to suspend Proposition 42. We continue to work with lawmakers and their staffs for this important constitutional change. This will be even more critical of an issue in 2006 as the non-partisan Legislative Analyst's Office has recently predicted the state will experience a $6 billion budget shortfall for the upcoming budget year. We will know in early January how the Governor intends to reconcile this imbalance, and whether he will consider using the funding from Proposition 42 to help balance the state's books.

Interim Hearings

During the time in between legislative action, policy activities are still ongoing. The following are the major transportation items being worked on while the Legislature is out of session:

- **GoCalifornia** – This is the Governor's proposal to add efficiency and accountability measures into long-term transportation delivery. This far-reaching proposal was released with large fanfare this year, only to fall flat without any serious legislative proposal being acted upon in 2005. Several transportation leaders in the Legislature have publicly and privately lambasted the proposals as being large on ideas and short on substance. The Administration is seeking to remedy these concerns by having several hearings around the state to vet their ideas and provide more substance behind the ideas.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

- **Federal Reauthorization** – The federal government, after long delay, finally passed a multi-year transportation financing package this year. Because of the complexity of the document, many transportation providers, spearheaded by Caltrans, have convened working groups to more fully understand the programs contained in the proposal, as well as any changes from the previous federal transportation funding package. These groups have been meeting regularly, both in-person and via conference calls, to recommend procedures, and if necessary legislative changes, to conform California to the new federal reauthorization. No concrete proposals have been developed thus far, but we will work with the STA staff on identifying any items of significance.

- **Infrastructure** – Most recently, Senator Tom Torlakson (D – Antioch), Chairman of the Senate Transportation and Housing Committee, publicly called for the Governor to convene a special session of the Legislature after the November special election to consider the infrastructure needs of California. The Governor has yet to respond to this suggestion, but a special session of the Legislature to deal with the infrastructure needs of California would most assuredly consider transportation funding, and how best to both maximize existing resources as well as provide suggestions on how to grow the overall funding pie. We will keep you briefed on the Governor's response to Senator Torlakson.

Regional Measure 2 Clean-Up

We informed you last month that The Metropolitan Transportation Commission was spearheading efforts to clean-up certain areas of the existing Regional Measure 2 funding and oversight provisions. While the MTC did introduce a legislative proposal in the last weeks of the legislative session, the proposed changes were extremely modest, and none of the proposals affected the STA. We will continue to work with the MTC between now and the 2006 Legislative Session to ensure the STA's priorities remain intact.

2006 State Legislative Program

We have reviewed the initial draft of the STA's 2006 State Legislative Program. We look forward to working with the STA to further refine the proposal and enact a Program that enhances and advances your priorities.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

September 29, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: SB 1024 (PERATA) ANALYSIS

Solano Transportation Authority staff has requested an analysis of Senator Perata's SB 1024, a multi-billion bond proposal that would allow for significant infrastructure expenditure on a wide range of projects. However, unlike AB 2928 (Torlakson) from 2000, which put into statute the Traffic Congestion Relief Program, this measure would not prescribe funding for individual projects but instead provide several pots of revenue accessible by grant or formula. And according to Senator Perata's staff, there is no desire on the Senator's behalf to list specific projects in the future.

SB 1024 is currently a 24 page bill. So as to not reinvent the wheel, we refer you to the most recent analysis provided by the Senate as a reference point (see attached). However, the bill was amended on the last day of the legislative session and the referenced analysis does not consider those changes. Therefore, the following summarizes the most recent amendments to this comprehensive bond proposal:

- Increases the total bond amount to **$10.275 billion**.

- **$1 billion** for the inspection, evaluation, improvement, construction, modification, and relocation of flood control levees, weirs, or bypasses constructed in cooperation with the federal government.

- **$975 million** would be deposited in the newly created Regional Housing and Community Growth Account. That revenue would be distributed in the following ways:

  A) $25 million for the development of regional growth plans.

  B) $75 million to pay the costs incurred by local governments within a region to identify, review and adopt any land use policies necessary to authorize urban infill development.

  C) $200 million for the acquisition of open save and environmental mitigation.

  D) $425 million to local governments for competitive infill incentive grants.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

E) $200 million to the existing Housing Rehabilitation Loan Fund.

F) $50 million to the existing Orphan Share Reimbursement Trust Fund.

- **$200 million** would be deposited in the newly created Flood Control Matching Account to fund the state's share of the nonfederal costs of flood control and flood prevention projects.

- **$1 billion** for the creation of a High-Speed Rail network in California. The revenue would be split equally between five identified segments of the corridor. It is important to note that SB 1024 now contains a provision stipulating that should this measure be passed by the voters that the current $9.95 billion bond proposal for High-Speed Rail, and one that has yet to go before the voters, would be repealed.

- **$275 million** for Transit-Oriented Development.

This is a significant and important proposal not only for transportation infrastructure, but for other policy areas as well. This measure does require a 2/3 affirmative vote by the Legislature, and at this time, this proposal has yet to receive the approval of the Republican caucus. The Republicans are in general agreement with the Democrats that a large bond proposal is likely required to meet the short-term infrastructure needs in California, however the cloud of the special election hampered many otherwise bi-partisan efforts in 2005.

While we stated that we did not want to reinvent the wheel when it came to highlighting sections of the bill that were promising and otherwise covered by the Senate analysis, we do want to pay particular attention to a few areas of the bill that are worthy of restatement:

- **$1.5 billion to the STIP** – SB 1024, should it be passed by the Legislature and the voters, would deposit $1.5 billion of new revenue into the strained State Transportation Improvement Program. This revenue would have the effect of jumpstarting numerous transportation projects that have been put on hold the last several years due to diminished funding capacity.

- **$2.3 billion for Proposition 42 repayment** – SB 1024 would repay the outstanding debt owed to the recipients of Proposition 42 funding. The revenue would be split with forty percent going to the STIP, forty percent shared equally between the cities and counties for local streets and roads maintenance and rehabilitation and twenty percent to the Public Transportation Account.

- **$2.0 billion for Global Gateways Improvement Fund** – This would be a new program dedicated for infrastructure improvements along identified "high volume" corridors, both highway and rail. No doubt, Interstate 80 would be among the eligible recipients for funding.

Senator Perata's staff acknowledges that at this time there is not the necessary 2/3 votes for passage of this bill. But this measure is one of the highest priorities for the Senate President Pro Tempore, and he promises to work the measure hard in 2006. We are pleased to answer any questions regarding any section of the bill.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

SENATE RULES COMMITTEE
Office of Senate Floor Analyses
1020 N Street, Suite 524
(916) 445-6614 Fax: (916)
327-4478

SB 1024

THIRD READING

Bill No: SB 1024
Author: Perata (D), et al
Amended: 8/29/05
Vote: 27 - Urgency

SEN. TRANSPORTATION & HOUSING COMMITTEE : 10-3, 5/03/05
AYES: Torlakson, Cedillo, Ducheny, Kehoe, Lowenthal, Machado, Maldonado, Murray, Simitian, Soto
NOES: McClintock, Ashburn, Runner
NO VOTE RECORDED: Margett

SENATE APPROPRIATIONS COMMITTEE : 8-5, 5/26/05
AYES: Migden, Alarcon, Alquist, Escutia, Florez, Murray, Ortiz, Romero
NOES: Aanestad, Ashburn, Battin, Dutton, Poochigian

SUBJECT : Safe Facilities, Improved Mobility and Clean Air Bond of 2005

SOURCE : Author

DIGEST : This bill authorizes the sale of $7.825 billion in general obligation bonds for a spectrum of capital improvements throughout the state, including transportation facilities, clean air, environmental enhancement, goods movement and port security, affordable housing incentives, levee protection, and the repayment of Proposition 42 loans, upon voter approval at a statewide general election.

CONTINUED

Senate Floor Amendments of 8/29/05 revise the findings and declarations, strike toll bridge retrofit financing provisions, add State Transportation Improvement Program project funding provisions and clarify other provisions.

ANALYSIS : Existing provisions of the State General Obligation Bond Law require that any state bond act contain certain minimum provisions, including the following:

1. The total amount of the bonds and the purpose for which the proceeds shall be used.

2. The creation of a bond fund and committee to determine whether to issue the bonds.

3. A pledge of the state's full faith and credit to repay the bonds' principal and interest.

4. A General Fund appropriation annually as necessary to pay the principal and interest.

5. Provisions for refunding the bonds.

6. Statements regarding bond interest, taxation provisions, and investment of the proceeds and earnings, and procedures for their administration.

7. Authorization to request a loan from the Pooled Money Investment Account up to the amount of any authorized but unsold bonds.

In addition, the law includes numerous other requirements related to the approval, issuance, administration, and retirement of any authorized bonds. Statutes authorizing bond measures typically include related conditions and specifies governing the particular purposes and intent of each act.

This bill places before the state's voters at the November 7, 2006 election, a $7.825 billion bond proposal, to be known as the Safe Facilities, Improved Mobility and Clean Air Bond Act of 2005. The bill will do all of the following if approved:

1. Make legislative findings regarding traffic congestion, funding shortfalls, mobility, air quality, levee

maintenance, affordable housing, trade corridors and economic strength.

2. Authorize the sale of $7.825 billion in bonds if voters approve the required ballot proposition.

3. Provide that the bond funds shall be deposited in a special account to be allocated and used for the following purposes and programs:

   A. State Transportation Improvement Program (STIP): $1.5 billion for projects in the STIP which will augment funds otherwise available for this purpose from other sources.

   B. Levee improvements: $1.0 billion to evaluate, strengthen, and improve designated levees, available on a matching basis and with cost limitations.

   C. Proposition 42 restoration: $2.3 billion to meet the repayment obligations of the loans to the General Fund from gasoline sales tax revenues. These repaid revenues, in turn, would flow to the purposes and allocations stated in current law, including congestion relief and State Transportation Improvement Program (STIP) projects, local street and road repairs, and transit improvements.

   D. Port infrastructure, security, and air quality improvement (goods movement) -- $2.5 billion for three programs, as follows:

      (1) Global gateways: $2.0 billion for infrastructure improvements along significant designated freight corridors, allocated by the California Transportation Commission (CTC) with a matching requirement. Projects for highway capacity improvements, freight rail system improvements, port capacity, trade corridor improvement projects and efficiency enhancements will be eligible.

      (2) Carl Moyer Air Quality Program: $400 million to reduce covered source emissions from sources used primarily in port operations.

      (3) Port security: $100 million to the California Infrastructure Bank for allocation to projects that improve security at publicly owned

ports, harbors, and ferry terminals, as specified.

E. Environmental enhancement: $100 million to the Environmental Enhancement and Mitigation Program for allocation to transportation mitigation projects as provided in current law.

F. Affordable housing incentives: $425 million to the CTC for allocation as grants for neighborhood street and road improvements to cities and counties meeting at least 80 percent of their annualized overall housing needs and 30 percent of their annualized very low, low and moderate income housing needs are eligible for incentive transportation funding grants.

4. Incorporate the generally required state bond act provisions into the bill for purposes of the proposed essential facilities bond, including all these provisions referenced earlier.

5. Establish the Safe Facilities, Improved Mobility, and Clean Air Finance Committee (four members) consisting of the State Treasurer, the State Controller, the Director of the State Department of Finance, and the Secretary of the Business, Transportation and Hosing Agency, who together determine whether to issue bonds and carry out the other bond requirements.

6. Declare that the proceeds of the bonds are not "proceeds of taxes" as use din and for purposes of Article XIII B of the California Constitution (government expenditures limits).

7. State the required title and summary of the bond proposal and the descriptive ballot language to be submitted to the voters.

□

8. Take effect immediately as an urgency statute.

Comments

State Transportation Funding in Crisis . The state faces a funding crisis in transportation, the result of many converging factors and persistent conditions. Recent testimony by the CTC to the Senate Budget and Fiscal Review Committee highlighted and summarized the situation as follows:

A. California's transportation program, once primarily user-fee funded and constitutionally protected, now depends substantially on motor fuel sales taxes without real constitutional protections. For four years, these tax revenues have substantially been diverted from transportation to other general state uses, leaving transportation funding unstable and deficient.

B. Annual transportation expenditure needs are estimated at $16 billion, but current law and funding mechanisms provide only about $4.5 billion annually (approximately 28 percent) of that need.

C. More than $3 billion has been diverted to the General Fund since 2001, and the proposed 2005-06 Budget would increase the total to $4.5 billion.

D. STIP projects have been hard hit. The CTC has not funded new capacity projects (without borrowing future federal funds) since June 2003, and Traffic Congestion Relief Program (TCRP) allocations were stopped in December 2002.

E. In the current fiscal year, only half of the already-reduced $1.8 billion in SHOPP (rehabilitation and protection) projects will be funded, increasing future repair and reconstruction costs dramatically.

F. The proposed 2005-06 Budget would result in only half of the $4 billion in STIP and SHOPP projects being funded.

G. The 2004 STIP did not add any new projects, and projects

from the 2002 STIP were delayed and spread out over future years.

H. Under the current fiscal condition, development of the 2006 STIP will be daunting, with the prospect of the CTC being forced to delay projects further and delete as many as half of the projects now programmed.

FISCAL EFFECT : Appropriation: No Fiscal Com.: Yes
Local: No

According to the Senate Appropriations Committee:

Fiscal Impact (in thousands)

Major Provisions	2005-06	2006-07	2007-08	Fund

_____ Bond authorization $7,825,000*
Bond

*Principal and interest totaling $13.34 billion over 30 years. Average annual costs of approximately $445 million based on 4.55 percent average yield rate. Annual costs may be higher at the beginning of the repayment period.

SUPPORT : (Verified 5/31/05)

Amalgamated Transit Union
Bay Area Council
California Alliance for Jobs
California Association of Port Authorities
California Conference of Carpenters
California Motor Car Dealers Association
California Seismic Safety Commission
California State Council of Laborers
California State Pipe Trades Council
California Trucking Association
California. State Assoc. of Electrical Workers
Desilva Gates Construction
E. & J. Gallo Winery
Eighteen Members of Congress Representing All Regions of the State
Matson Shipping

Morrongo Band of Mission Indians
MVE & Partners
Oakland Metropolitan Chamber of Commerce
Port of Oakland
Professional Engineers in California Government
Ram JAJ, LLC
S.F. Water Transit Authority
SSA Marine
State Building and Construction Trades Council
Teichert Construction
The Conco Companies
The Teamsters
Top Grade Construction
Western Growers
Western States Council of Sheet Metal Workers
Locomotive Engineers & Trainmen

JJA:cm 8/30/05 Senate Floor Analyses

SUPPORT/OPPOSITION: SEE ABOVE

**** END ****

Solano Transportation Authority
Legislative Matrix
October, 2005

State Legislation

Highlighting indicates bills that have been approved by the Legislature.

State Legislation Bill/Author	Subject	Status	STA Position
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations, held under submission 5/25/05	Watch closely 06/08/05
AB 1208 (Yee) Local vehicle registration fee: San Francisco	Authorizes the City and County of San Francisco Board of Supervisors to impose a fee in an amount to be established by the board to be paid at the time of registration or renewal of every vehicle registered at an address within the city and county of San Francisco. Provides that the funds may be used for the construction, improvement, operation, and maintenance of local streets and highways in the county. (Amended 4/14/05)	Enrolled 9/19/05; to Governor	Watch 09/14/05
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations, held under submission 5/25/05	Support 06/08/05
AB 1623 (Klehs) County vehicle registration fee: Alameda, Contra Costa, Marin, Napa and Sacramento	Authorizes the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to $5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within that county. Specifies that only environmental programs that directly relate to the impacts of motor vehicles are eligible for funding. (Amended 6/28/05)	Enrolled 9/19/05; to Governor	Watch 09/14/05

State Legislation Bill/Author	Subject	Status	STA Position
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation 5/10/05	Support 02/09/05
ACA 7 (Nation) Local Gov. Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations ref. to APR suspense file 5/18/05	Support 02/09/05
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee 3/18/05	Watch 05/11/05
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation 4/21/05	Watch 05/11/05
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM read third time, refused passage. Motion to reconsider on next leg day 9/8/05	Request comments from cities & counties 05/11/05
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation 6/13/05	Watch 05/11/05

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Torlakson/Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission 5/26/05	Support 07/13/05
SB 658 (Kuehl) Bay & coastal motor vehicle mitigation program	Would make available a coordinated state-local funding option for addressing a range of environmental problems resulting from motor vehicles and their associated infrastructure in coastal and bay counties. Authorizes the Coastal Environment Motor Vehicle Mitigation Program, administered by both the state and participating counties, which would enable counties to opt into a dedicated funding source to support appropriate projects. Motor vehicle registration fee of up to $6/year would be collected only in counties where the Board of Supervisors votes to participate in the program. Funds could only be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. Program would sunset in 2020.	Enrolled 9/15/05; to Governor	Watch 09/14/05
SB 680 (Simitian) Santa Clara County vehicle registration fees	Authorizes the Santa Clara Valley Transportation Authority (VTA) board of directors, beginning July 1, 2006, to impose (by a 2/3 vote) an annual fee of up to $5 on each motor vehicle registered within Santa Clara County. Fee would terminate July 1, 2014. Revenues generated by the fee would go towards a program of projects to be adopted by the VTA that would be based on street and highway improvement projects specified in the county's congestion management program and transit improvements specified in the Caltrain Joint Powers Board Rapid Rail Program. Requires VTA to provide a report to the Legislature on the impact of the fee and its cost-effectiveness by July 1, 2013. (Amended 4/12/05)	Enrolled 9/19/05; to Governor	Watch 09/14/05
SB 705 (Runner) Design Build Contracts	Would authorize the Dept. of Transp. to contract using the design-build process, as defined, for design and construction of transportation projects. Bill would require establishing a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (4/19/05 hearing cancelled at request of author)	Support in Concept 06/08/05
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN read third time; amended; to third reading 9/8/05	Watch 05/11/05

California Legislature
2005-06 Regular Session Calendar

January 2005 (First year of 2-year legislative session) 1 Statutes take effect 3 Legislature reconvenes 5 Governor's State of the State Address 10 Budget must be submitted by Governor 21 Last day to submit bill requests to Office of Legislative Counsel	July 1 Until Budget is passed by both houses – No policy committees may meet for any purpose 4 Independence Day 8 Last day for **Policy** Committees to meet and report Senate bills 15 Summer Recess begins on adjournment, provided Budget Bill has been enacted
February 18 Last day to introduce bills	August 15 Legislature reconvenes 26 Last day for **Fiscal** Committees to meet and report Senate bills to the Floor 29 Through Sept. 9*** – Floor session only. No committees, other than conference committees and Rules Committee, may meet for any purpose
March 17 Spring Recess begins at the end of this day's session 29 Legislature reconvenes	September 2 Last day to amend bills on the Floor 4 Labor Day 9 **Last day for any bill to be passed**. Interim Study Recess begins on adjournment
April 22 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house 29 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor	October 9 Last day for Governor to sign or veto bills passed by the Legislature on or before September 9 and in his possession on or after September 9
May 13 Last day for policy committees to meet prior to May 31 20 Last day for Fiscal Committee to hear and report to the Floor bills introduced in their house 20 Last day for Fiscal Committees to meet prior to May 31 23 Through May 27 – Floor session only. No Committee may meet for any purpose 27 Last day for bills to be passed out of the house of origin 31 Committee meetings may resume	November/December
June 3 Last day for Assembly to pass Assembly Bills 6 Committee meetings may resume 15 Budget Bill must be passed by midnight	January 2006 1 Non-urgency statutes passed by Legislature prior to commencement of Interim Recess take effect 4 Legislature reconvenes

STA
Solano Transportation Authority

DATE: October 3, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Project Study Report Overview

Background:
A Project Study Report (PSR) is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP for STIP or SHOPP funds. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. Regardless of who will prepare the PSR, a meeting with Caltrans and the appropriate local entity (or entities) should be held.

In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board has authorized the STA to pursue and sponsor completing PSRs for priority projects in Solano County. At the February 17, 2005 STA Board retreat, the STA staff presented a list of potential PSR candidate projects from the I-80/I-680/I-780 Major Investment & Corridor Study and the SR 12 Major Investment Study. (Other projects may be identified in the future SR 113 and SR 29 Major Investment Studies or other major studies conducted in Solano County.)

The STA Board requested staff develop criteria that may be used for prioritizing candidate projects for Project Study Reports. Based on the discussions of the Arterials, Highways and Freeways Committee and the TAC, STA Board approved the following order of importance for PSR candidate criteria at their April 13, 2005 meeting:

- Project included in the STA's adopted Comprehensive Transportation Plan (CTP 2030)
- Traffic Safety
- Traffic Operations
- Deliverability and Funding of Project
- Economic Development/Impact
- Efficiency of Project (Benefit/Cost analysis)
- Socioeconomic Impact

The justification for the order of criteria is as follows:

- The CTP is the adopted "roadmap" for transportation in Solano County; therefore, projects must meet the Goals and Objectives of the CTP to be a viable project.
- Traffic Safety and Traffic Operations improvements are the basis for current and future capacity increasing projects.
- PSR's have a short "shelf-life" and should be completed for projects that are deliverable to construction within a few years.
- Transportation projects that provide a positive economic impact help ensure a continued emphasis on economic vitality, one cornerstone of the STA mission statement.
- Project efficiency and socioeconomic impact are both important criteria, but will generally be addressed with the application of the other criteria.

Based on the order of criteria, STA staff is taking the next steps to develop a prioritized PSR funding plan. STA and Caltrans are coordinating efforts to group and prioritize PSRs into three categories:

1. PSR development by STA for the STIP program;
2. PSR development by Caltrans for the SHOPP program;
3. PSR development by local agencies for locally funded projects with request for Caltrans oversight.

STA staff met with staff from all cities, the County and Caltrans in August and early September to discuss the status of projects on the highway system. Most of the agencies have a sequence of projects that are expected to generate highway improvements. However, there are a number of local interchange improvements that require substantial dialogue to determine and develop the funding plan. Caltrans has submitted an update on the SHOPP work for the county. Most of the work proceeding in the SHOPP are for categories that relate to maintaining the infrastructure and do not require additional input from the STA and local agencies at this time.

Discussion:

STA staff has compiled a draft list of PSR candidate projects, which was presented to the TAC in September. The STA has dedicated $125,000 in both its FY 2005-06 and FY 2006-07 budgets for PSR work for future STIP eligible projects. The STA may perform one PSR per year ($125,000/project) or opt to combine the funds from the two years

($250,000/project) to perform one larger PSR. The list of candidate projects for PSRs for STA and Caltrans to conduct is attached:

Over the next couple of months, the STA will be working closely with Caltrans and local agencies to discuss prioritizing the projects on the Local PSR list. STA staff solicited additional PSR candidates for the Local PSR list from the TAC.

The STA TAC also discussed the State Highway Operational Protection Program (SHOPP) at their last meeting. (See Agenda Item IX.A.) Dana Cowell, Caltrans, will present an overview of the program and the 2006 Draft SHOPP List from Caltrans Headquarters.

Recommendation:
Informational.

Attachments:

A. PSR Candidate Projects
B. Mid-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
C. Long-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
D. Recommended Local Interchange Improvements Prioritized by Local Jurisdiction (from I-80/I-680/I-780 Corridor Study, 7/14/04)

PSR CANDIDATE PROJECTS

(* = Recommended for PSR)

STIP (STA)

Project	I-80/680/780 Corridor Study Priority	Cost in Millions
**** EB I-80 Aux Lanes – Travis Blvd to Air Base Pkwy***	***9***	***$3.7***
**** SR 12 East – Church Road***	***(SR12 MIS)***	***$3-4***
WB I-80 Aux Lane – W. Texas St. to Abernathy Rd	13A	$4.4
WB I-80 Aux Lane – Waterman Blvd to Travis Blvd	13B	$5.0
I-80 Mix Flow Lane from SR12 E to Beck Ave	12	$16.6
WB I-80 HOV Lane – Carquinez Bridge to SR37	23	$15.7
EB I-80 HOV Lane – Carquinez Bridge to SR37	24	$32.3
I-80 HOV – Air Base to I-505	25	$111.2
***** Turner Parkway Overcrossing (PSR Funded)***	***30***	***$38***

(** Funded by SAFETEA Demo funds)

SHOPP (Caltrans)

Project	I-80/680/780 Corridor Study Priority	Cost in Millions
**** EB/WB I-780 Stripe Aux Lane – 2nd St to 5th St***	***20***	***$0.2***
**** Phase II Truck Climbing Lane***		

Local with Caltrans Oversight

Project	Local Agency
I-780/Rose Dr/Columbus Pkwy	Benicia
I-80/Pitt School Road I/C	Dixon
I-80/SR113 and First St I/C	Dixon
I-80/West A St/Dixon Ave	Dixon
I-80/Pedrick	Dixon
I-80/N Texas St/Lyon Rd	Fairfield
I-80 California Dr O/C	Vacaville
I-80 Cherry Glen I/C	Vacaville
I-80 Vaca Valley I/C	Vacaville
I-80 American Canyon I/C (Hiddenbrook)	Vallejo
Curtola Park & Ride Lot	Vallejo
…	
…	

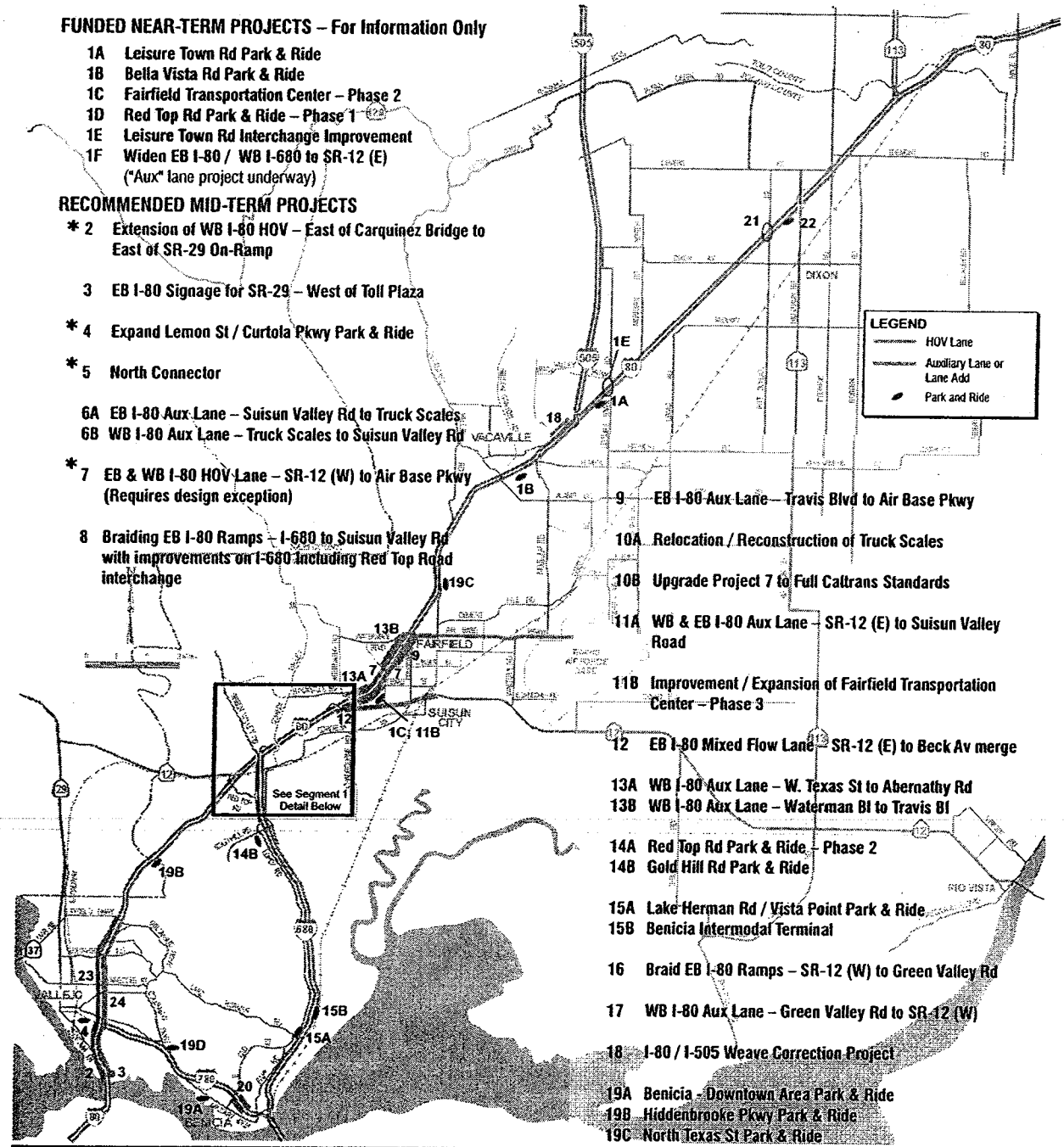
FUNDED NEAR-TERM PROJECTS – For Information Only

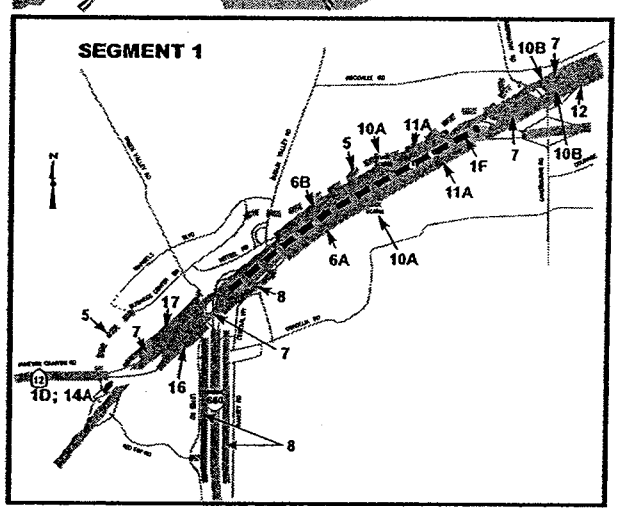
- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E) ("Aux" lane project underway)

RECOMMENDED MID-TERM PROJECTS

- * 2 Extension of WB I-80 HOV – East of Carquinez Bridge to East of SR-29 On-Ramp
- 3 EB I-80 Signage for SR-29 – West of Toll Plaza
- * 4 Expand Lemon St / Curtola Pkwy Park & Ride
- * 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley Rd to Truck Scales
- 6B WB I-80 Aux Lane – Truck Scales to Suisun Valley Rd
- * 7 EB & WB I-80 HOV Lane – SR-12 (W) to Air Base Pkwy (Requires design exception)
- 8 Braiding EB I-80 Ramps – I-680 to Suisun Valley Rd with improvements on I-680 including Red Top Road interchange
- 9 EB I-80 Aux Lane – Travis Blvd to Air Base Pkwy
- 10A Relocation / Reconstruction of Truck Scales
- 10B Upgrade Project 7 to Full Caltrans Standards
- 11A WB & EB I-80 Aux Lane – SR-12 (E) to Suisun Valley Road
- 11B Improvement / Expansion of Fairfield Transportation Center – Phase 3
- 12 EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av merge
- 13A WB I-80 Aux Lane – W. Texas St to Abernathy Rd
- 13B WB I-80 Aux Lane – Waterman Bl to Travis Bl
- 14A Red Top Rd Park & Ride – Phase 2
- 14B Gold Hill Rd Park & Ride
- 15A Lake Herman Rd / Vista Point Park & Ride
- 15B Benicia Intermodal Terminal
- 16 Braid EB I-80 Ramps – SR-12 (W) to Green Valley Rd
- 17 WB I-80 Aux Lane – Green Valley Rd to SR-12 (W)
- 18 I-80 / I-505 Weave Correction Project
- 19A Benicia - Downtown Area Park & Ride
- 19B Hiddenbrooke Pkwy Park & Ride
- 19C North Texas St Park & Ride
- 19D Columbus Pkwy & Rose Dr Park & Ride
- 20 EB / WB I-780 Stripe Aux Lane – 2nd St to 5th St
- 21 I-80 / Pitt School Rd Interchange Improvement
- 22 North First St Park & Ride
- 23 WB I-80 HOV Lane – Carquinez Bridge to SR-37
- 24 EB I-80 HOV Lane – Carquinez Bridge to SR-37 with Ramp Improvements at Redwood Parkway

*Projects which are currently partially funded.





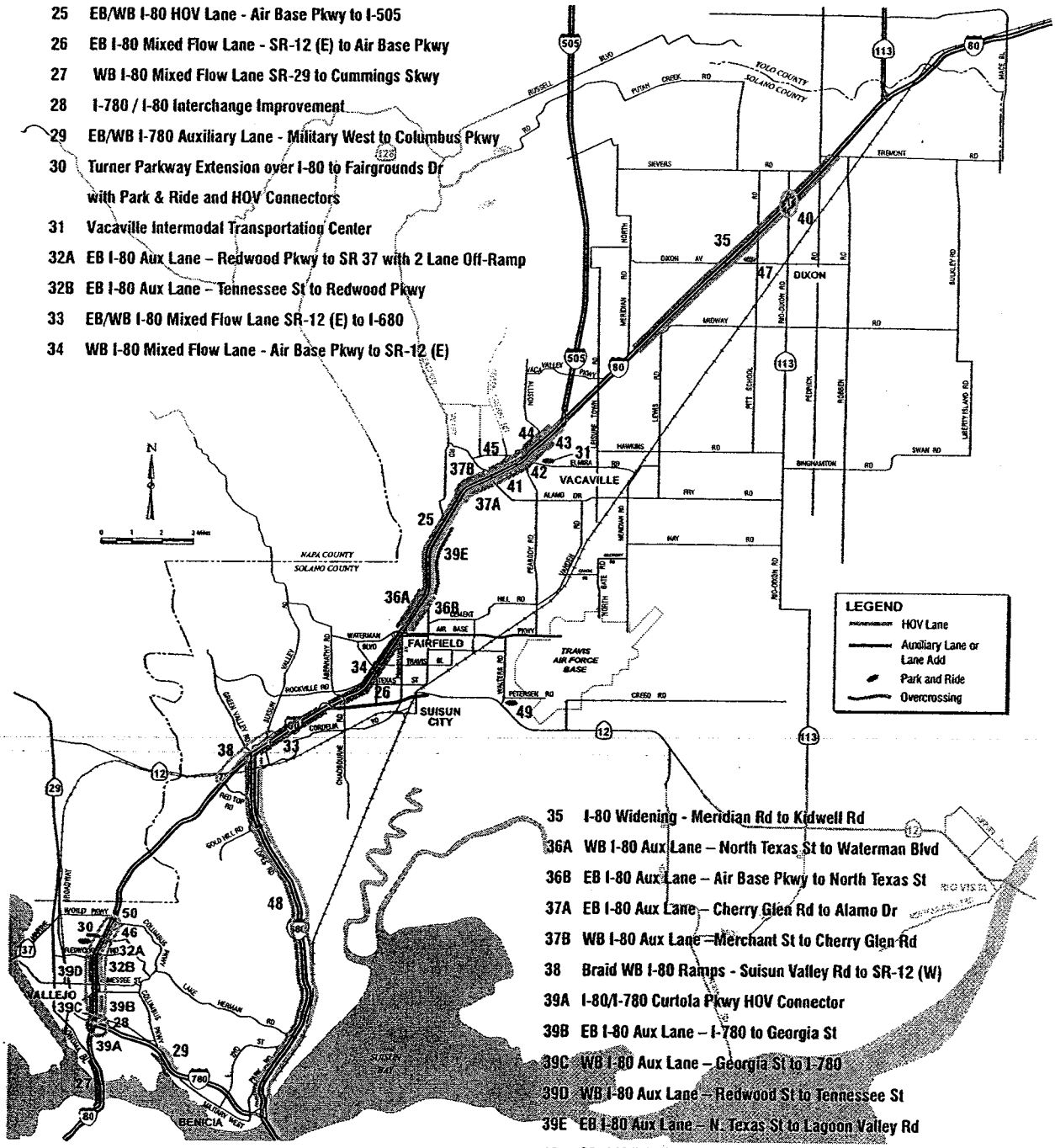
I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

Figure 0-2

MID-TERM PROJECTS IN ORDER OF PRIORITY

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 6-7-03 Rev 6-11-03 Rev 6-26-03 Rev 8-3-03 Rev 11-25-03 Rev 2-24-04 Rev 3-04-04 Rev 5-05-04 Rev 5-07-04 Rev 5-18-04 Rev 6-1-04 Rev 6-17-04 Rev 8-4-04

25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
28 I-780 / I-80 Interchange Improvement
29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
31 Vacaville Intermodal Transportation Center
32A EB I-80 Aux Lane – Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
32B EB I-80 Aux Lane – Tennessee St to Redwood Pkwy
33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)



35 I-80 Widening - Meridian Rd to Kidwell Rd
36A WB I-80 Aux Lane – North Texas St to Waterman Blvd
36B EB I-80 Aux Lane – Air Base Pkwy to North Texas St
37A EB I-80 Aux Lane – Cherry Glen Rd to Alamo Dr
37B WB I-80 Aux Lane – Merchant St to Cherry Glen Rd
38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
39A I-80/I-780 Curtola Pkwy HOV Connector
39B EB I-80 Aux Lane – I-780 to Georgia St
39C WB I-80 Aux Lane – Georgia St to I-780
39D WB I-80 Aux Lane – Redwood St to Tennessee St
39E EB I-80 Aux Lane – N. Texas St to Lagoon Valley Rd
40 SR-113/I-80 Interchange Improvement
41 EB I-80 Aux Lane – Alamo Dr to Davis St
42 EB I-80 Aux Lane – Davis St to Peabody Rd
43 EB I-80 Aux Lane – Peabody Rd to Allison Dr
44 WB I-80 Aux Lane – Monte Vista Av to Mason St
45 WB I-80 Aux Lane – Mason St to Alamo Dr
46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
47 West A Street Park & Ride
48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
49 Walters Road Park & Ride
50 I-80/SR-37/Columbus Parkway Interchange Improvements

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

Figure 0-3

LONG TERM PROJECTS IN ORDER OF PRIORITY

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 8-7-03 Rev 8-11-03 Rev 10-1-03 Rev 11-25-03 Rev 12-15-03 Rev 1-15-04 Rev 1-26-04 Rev 1-28-04 Rev 1-29-04 Rev 2-23-04 Rev 3-04-04 Rev 5-05-04 Rev 5-07-04 Rev 5-18-04 Rev 5-25-04 Rev 6-17-04 Rev 8-4-04

Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Seg-ment	Cost in Million $ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	$4.3	
	2	I-780/E 2nd St/E 5th St	3	$3.0	
	3	I-780/Southampton Rd/E 7th St	3	$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	$6.9	
	5	I-680/Lake Herman Rd	4	$14.8	
	6	I-780/Military West	3	$1.5	
Dixon	1	I-80/Pedrick Rd	7	$18.8	
	2	I-80/West A St/Dixon Ave	7	$22.8	
	3	I-80/Pitt School Rd	7	$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Seg-ment	Cost in Million $ (2003)	Note
Solano County	1	I-680/Marshview Rd	4	$7.8	
	2	I-680/Parish Rd	4	$5.8	
	3	I-80/Kidwell Rd	7	--	No Proposed Improvement
	4	I-80/SR-113 (North)	7	--	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	$30.6	
	5	I-80/Davis St	6	--	Included as Long Term Project 41
	6	I-80/Midway Rd	7	$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	--	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	$66.4	
	2	I-80/Redwood St	2	Alt 1: $12.8 Alt 2: $52.1	
	3	I-80/Georgia St	2	$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	--	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: $2.2 Alt 2: $8.4	
	6	I-780/Glen Cove Pkwy	3	$1.3	
	7	I-780/Cedar St	3	--	Included as part of Long Term Project 28

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement

Background:
The STA's I-80/I-680/I-780 Transit Corridor Study identified eight intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. The basis for the existing subsidy sharing for these routes varies. The Transit Corridor Study recommended developing an annual and multi-year funding agreement (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight intercity bus routes currently in service, six had subsidy sharing arrangements among the participating jurisdictions. The subsidy shares are negotiated in agreements among the participants, some of which are documented and others are not. With the addition of Regional Measure 2 (RM2) funded service, there is now a ninth intercity transit route – Vallejo Transit Rt. 92.

As listed below, the STA has been managing, marketing, and coordinating a variety of transit studies and services in the past five years as well as taking a leadership role in coordinating transit funding in the county in partnership with Solano County's transit operators.

- STA manages two transit services: Rt. 30 and Solano Paratransit which are funded by multiple agencies; (and operated by Fairfield/Suisun Transit)
- STA will manage the allocation of new Lifeline Program Funds;
- STA funds and assists local transit studies;
- STA markets and promotes transit through SolanoLinks and SNCI programs;
- STA coordinates the Solano County Transportation Development Act (TDA) claims and allocates STAF project funding which includes funding for intercity bus routes; Unmet Transit Needs process; SolanoWORKs Plan and Implementation; and Community Based Organization Transportation Plans.

The STA's coordination of the annual multi-agency TDA matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Discussion:
Transit agencies frequently have agreements among participating jurisdictions to share in the operating subsidies required for service to their communities. Earlier this year, STA's transit consultant, Nancy Whelan, conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the Transit Consortium.

Three subsidy sharing options with various factors were presented and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula.

Staff has collected much of the data and has begun testing a variety of scenarios using these two factors. These continue to be refined and summarized to show potential impacts on each jurisdiction. A separate meeting with the transit operators and other funding partners to review and discuss the results is planned for October. This item is expected to return to the Transit Consortium and TAC in November and STA Board in December (there is no November Board meeting) for action.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Public Hearing for FY 2006-07

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

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

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

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:
The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. Planning has begun to schedule this meeting for the FY 2006-07 TDA funding cycle. STA staff is working with MTC and local transit operators to outreach to the public. A meeting date and location have been set for Wednesday, December 7 at 5:45pm at the Suisun City Council Chambers. The TAC and Consortium

have been advised of this hearing date and all transit operators have been encouraged to attend. Following the public hearing and public comment period, MTC will summarize the key issues of concern and forward them to the STA to coordinate a response. STA staff will work with the affected transit operators to coordinate Solano County's coordinated response.

Recommendation:
Informational

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Alternative Modes Fund Strategy

Background:
Several funding opportunities will be available for alternative modes projects in the next three years. Attached is a summary of potential discretionary and competitive funding opportunities. The Alternative Modes Committee, with assistance from the STA Technical Advisory Committee and Solano County Planning Directors Group, will consider strategies to provide funding for each of the alternative modes components: transportation for livable communities (TLC), bicycle facilities, and pedestrian facilities.

The goal of the Alternative Modes Fund Strategy is to provide a concise means for identifying anticipated funding sources for alternative modes projects and to link projects that would be the best candidates for that fund source.

Discussion:
The Draft Alternative Modes Funding Strategy is attached for review. The strategy focuses on the following STA discretionary funding:

- County Transportation Enhancements (TE)
- Congestion Mitigation Air Quality (CMAQ)
- Eastern Solano CMAQ (ECMAQ)
- Bay Area Air Quality Management District Transportation For Clean Air (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds
- Transportation Development Act (TDA) Article 3
- MTC County Bicycle and Pedestrian Program

The combined amount of guaranteed funding to be programmed or recommended by the STA from these funding sources is estimated to be $10.2 million for the next 3 years. TE, CMAQ, TDA Article 3, and MTC County Bicycle and Pedestrian Program funding sources have to be used for either TLC projects or bicycle and pedestrian facilities. ECMAQ, TFCA, and Clean Air Funds are more flexible in that this source can fund TLC, bicycle and pedestrian facilities, and/or transit facilities.

The Alternative Modes Fund Strategy attachment reflects the set-aside portion of the TE and CMAQ funds for TLC projects. The majority of the ECMAQ funds are identified in the "To Be Determined" category; however, STA staff is recommending $1.2 million be set-aside for bicycle and pedestrian facilities and $1.5 million set-aside for TLC related projects. This set-aside is relatively proportionate to the amounts set aside for these categories of projects for Bay Area source funding such as CMAQ.

The clean air funds provided by the YSAQMD and the BAAQMD assumes that 50% of the estimated county portion will be used for alternative modes. These funds are included in the "To Be Determined" category.

Lastly, the strategy assumes providing a funding split of 1/3 for pedestrian facilities and 2/3 for bicycle facilities for TDA Article 3 and MTC County Bicycle and Pedestrian Program. This subject is to be discussed in a separate Board agenda item.

The funding amounts indicated in the strategy are preliminary and will be updated when more current information is available. STA staff brought this item for initial discussion at the September 22nd Alternative Modes Meeting and the September 28th Technical Advisory Committee. Staff will continue accepting comments on this proposed funding strategy and anticipates this item to be brought back for further discussion and action at the December Board meeting.

Recommendation:
Informational.

Attachments:

A. Alternative Modes Funding Program
B. Alternative Modes Strategy

Alternative Modes Funding Program

Rev 9/13/05

Current Year	Fund Programs	Actual Funding Amounts Received to Date		
Fiscal Year 2005-06	Enhancements	$1,629,000	Total Descrectionary funding	$2,331,256
	TFCA Program Manager Funds	$185,000		
	YSAQMD Clean Air Funds	$190,000		
	TDA Article 3	$327,256		
	ECMAQ	-		
	MTC Regional TLC/HIP	*$2,000,000*	Total Regional Competitive Funding	$2,341,000
	BAAQMD Regional TFCA Funds (Application submitted by Benicia)- $10 million available to Bay Area	*Pending*		
	RM2 Safe Routes to Transit Program (Applications submitted by Fairfield and Benicia)-$4 million available to Bay Area	*Pending*		
	MTC Regional Bicycle/ Ped Program	*$341,000*		
	Caltrans BTA- $8 million available statewide	*$562,000*	Total State Competitive Funding	$562,000
	Caltrans Safe Routes to School Program (Applications submitted by Benicia, Fairfield, Suisun)- $24 million available statewide	*Pending*		
			Total Alternative Funds Received for FY 2005-06	**$5,234,256**

		Approximate Target Funding Amounts		
Fiscal Year 2006-07	County TLC (Enhancements/CMAQ) FY 06-07 (Based on MTC's Enhancement estimate)	$462,000	Target Descrectionary Funding	$3,368,075
	TFCA Program Manager Funds FY 06-07 (Assumes at least 50% to Alternative Modes Projects)	$159,000		
	YSAQMD Clean Air Funds FY 06-07 (Assumes at least 50% to Alternative Modes Projects)	$145,000		
	TDA Article 3 FY 06-07 (Based on MTC Estimate)	$332,075		
	ECMAQ FY 06-07	$2,300,000		
	MTC Regional TLC/HIP (Assumes 6% of $18 mil)	*$1,080,000*	Target Regional Competitive Funding	$1,680,000
	BAAQMD Regional TFCA Funds (Assumes 6% of $10 mil)	*$600,000*		
	Caltrans BTA (Assumes 1% of 8mil)	*$80,000*	Target State Competitive Funding	$320,000
	Caltrans Safe Routes to School Program (Assumes 1% of $24 mil)	*$240,000*		
			Total Target Amount for FY 2006-07	**$5,368,075**

		Approximate Target Funding Amounts		
Fiscal Year 2007-08	County TLC (Enhancements/CMAQ) FY 07-08 (Based on MTC's Enhancement/CMAQ estimate)	$966,000	Target Descrectionary Funding	$3,488,977
	TFCA Program Manager Funds FY 07-08 (Assumes at least 50% of FY06/07 estimate to Alternative Modes Projects)	$159,000		
	YSAQMD Clean Air Funds FY 2007-08 (Assumes at least 50% of FY06/07 estimate to Alternative Modes Projects)	$145,000		
	TDA Article 3 FY 07-08 (Based on MTC Estimate)	$318,060		
	ECMAQ FY 07-08	$1,200,000		
	Solano Bicycle/ Pedestrian Program FY 07-08 (County share for FY 07/08 & FY08/09 is $1,395,835)	$697,917		
	MTC Regional TLC/HIP FY 07-08 (Assumes 6% of $18mil)	*$1,080,000*	Target Regional Competitive Funding	$1,920,000
	BAAQMD Regional TFCA Funds (Assumes 6% of $10 mil)	*$600,000*		
	RM2 Safe Routes to Transit Program (Assumes 6% of $4 mil)	*$240,000*		
	Caltrans BTA Fiscal (Assumes 1% of $8 mil)	*$80,000*	Target State Competitive Funding	$320,000
	Caltrans Safe Routes to School Program (Assumes 1% of $24 mil)	*$240,000*		
			Total Target Amount for FY 2007-08	**$5,726,977**

*Regional funding target based on Solano County's population share equal to about 6% of the San Francisco Bay Area.

**State competitive target based on Solano County's population share equal to about 1% of the State of California.

		Approximate Target Funding Amounts		
Fiscal Year 2008/09	County TLC (Enhancements/CMAQ) FY 08-09 (Based on MTC Enhancement/CMAQ estimate)	$961,000	Target Descractionary Funding	$3,499,576
	TFCA Program Manager Funds FY 08-09 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	$159,000		
	YSAQMD Clean Air Funds FY 08-09 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	$145,000		
	TDA Article 3 FY 08-09 (Based on MTC Estimate)	$335,659		
	ECMAQ Fiscal Year 08/09	$1,300,000		
	Solano Bicycle Pedestrian Program FY 08-09 (County share for FY 07/08 & FY08/09 is $1,395,835)	$697,917		
	MTC Regional TLC/HIP FY 08-09 (Assumes 6% of $18 mil)	*$1,080,000*	Target Regional Competitive Funding	$1,680,000
	BAAQMD Regional TFCA Funds (Assumes 6% of $10 mil)	*$600,000*		
	Caltrans BTA Fiscal Year 06/07 (Assumes 1% of 8 mil)	*$80,000*	Target State Competitive Funding	$320,000
	Caltrans Safe Routes to School Program (Assumes 1% of $24 mil)	*$240,000*		
			Total Target Amount for FY 2008-09	$5,499,576

Grand Target Total + Alternative Modes Fund Received for Solano County Projects (FY 2005-06 to FY 2008-09)	$21,828,884

Total Alternative Mode Funding Received for FY 2005-06

County Descretionary Funds	$2,331,256
Regional Competitive Funds	$2,341,000
State Competitive Funds	$562,000
Total	$5,234,256

Estimated Alternative Mode Fund Summary FY 2006-07 to FY 2008-09

County Descretionary Funds	$10,354,628
Regional Competitive Funds	$5,280,000
State Competitive Funds	$960,000
Total	$16,594,628

*Regional funding target based on Solano County's population share equal to about 6% of the San Francisco Bay Area.

**State competitive target based on Solano County's population share equal to about 1% of the State of California

Draft Alternative Modes Funding Strategy

9/21/2005

	Estimated Funds to be Programmed by STA During FY 2006-07 to FY 2008-09				
	TLC	Bike	Ped	To Be Determined	Total per fund source
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement estimate	$ 1,769,000	$ -	$ -	$ -	$ 1,769,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate	$ 520,000	$ -	$ -	$ -	$ 520,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ) - Based on MTC's CMAQ estimate	$ 1,520,000	$ 800,000	$ 400,000	$ 2,080,000	$ 4,800,000
TFCA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)	$ -	$ -	$ -	$ 477,000	$ 477,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	$ -	$ -	$ -	$ 435,000	$ 435,000
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	$ -	$ 638,529	$ 319,265	$ -	$ 957,794
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is $1,395,835)-2/3 bike, 1/3 ped	$ -	$ 930,556	$ 465,278	$ -	$ 1,395,834
	$ 3,809,000	$ 2,369,085	$ 1,184,543	$ 2,992,000	$ 10,354,628

ATTACHMENT B

STA
Solano Transportation Authority

DATE: September 29, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: STA Board and Committee Roster

Discussion:
At the September 14, 2005 meeting, the STA Board requested a current list of STA Committees.

The STA Committees are detailed below.

BOARD OF DIRECTORS		
Voting Members	Member Alternate	Agency
Mary Ann Courville, Chair	Gil Vega	City of Dixon
Len Augustine, Vice Chair	Steve Wilkins	City of Vacaville
Steve Messina	Dan Smith	City of Benicia
Karin MacMillan	Harry Price	City of Fairfield
Ed Woodruff	Ron Jones	City of Rio Vista
Jim Spering	Mike Segala	City of Suisun City
Tony Intintoli	Joanne Schively	City of Vallejo
John Silva	John Vasquez	County of Solano
Lead STA Staff Person		
Daryl Halls, Executive Director		

ALTERNATIVE MODES COMMITTEE (Policy Committee)	
Voting Members	Agency
Jim Spering, Chair	City of Suisun City
Dan Smith	City of Benicia
Michael Smith	City of Dixon
Marily Farley	City of Fairfield
Ron Jones	City of Rio Vista
Steve Wilkins	City of Vacaville
Joanne Schively	City of Vallejo
Duane Kromm	County of Solano
Marci Coglianese	Public Member
Eva Laevastu	Pedestrian Advisory Committee
J.B. Davis	Solano Bicycle Advisory Committee
City Planning Commissioner	
Birgitta Corsello	Solano County Resource Agency Director
Gerry Raycraft	Solano County Planning Directors Group
Lead STA Staff Person	
Dan Christians, Assistant Executive Director/Director of Planning	
Other Invited Participants:	
MTC, Chamber of Commerce, Solano EDC, Solano Land Trust, SolanoLinks Intercity Transit Consortium and TAC, YSAQMD, BAAQMD, elected officials.	

ARTERIALS, HIGHWAYS AND FREEWAYS (Policy Committee)	
Voting Members	Agency
John Silva, Chair	County of Solano
Harry Price	City of Fairfield
John Vasquez	County of Solano
Ed Woodruff	City of Rio Vista
Len Augustine	City of Vacaville
Joanne Schively	City of Vallejo
Lead STA Staff Person	
Dan Christians, Assistant Executive Director/Director of Planning & Director of Projects (Vacant)	
Other Invited Participants:	
Caltrans District 4, CHP, Chamber of Commerce, League of Women Voters, MTC, Public Member, SolanoEDC, TAC, Elected Federal Officials.	

CAPITOL CORRIDOR JOINT POWERS AUTHORITY BOARD (Policy Committee)	
Voting Members	**Agency**
Mary Ann Courville	City of Dixon
Jim Spering	City of Suisun City
Len Augustine	City of Vacaville
Lead STA Staff Person	
Dan Christians, Assistant Executive Director/Director of Planning	

JEPSON PARKWAY SUBCOMMITTEE (Policy Committee)	
Voting Members	**Agency**
Harry Price	City of Fairfield
Jim Spering	City of Suisun City
Steve Wilkins	City of Vacaville
John Vasquez	County of Solano
Lead STA Staff Person	
Dan Christians, Assistant Executive Director/Director of Planning, Director of Projects (Vacant)	

SR 12 STEERING COMMITTEE (Policy Committee)	
Voting Members	**Agency**
Solano County	
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Ron Jones	City of Rio Vista
Michael Segala	City of Suisun City
Duane Kromm	County of Solano
Mike Reagan	County of Solano
Napa County	
Leon Garcia	City of American Canyon
Jill Techel	City of Napa
Joe Potter	City of St. Helena
Bill Dodd	County of Napa
Lead STA Staff Person	
Dan Christians, Assistant Executive Director/Director of Planning	

TRANSIT COMMITTEE (Policy Committee)	
Voting Members	**Agency**
Mary Ann Courville, Chair	City of Dixon
Steve Messina	City of Benicia
Karin MacMillan	City of Fairfield
Mike Segala	City of Suisun City
Tony Intintoli	City of Vallejo
Lead STA Staff Person	
Dan Christians, Assistant Executive Director/Director of Planning & Elizabeth Richards, Director of Transit and Rideshare Services	
Invited Participants: SolanoLinks Intercity Transit Consortium and TAC members, PCC member, Senior Representative, MTC, BAAQMD, Capitol Corridor JPA, Chamber of Commerce, SolanoEDC, Elected State Officials.	

SOLANOLINKS INTERCITY TRANSIT CONSORTIUM – (Staff Based Advisory Committee)	
Voting Members	**Agency**
John Andoh	Benicia Transit
Jeff Matheson	Dixon Readi-Ride
George Fink	Fairfield/Suisun Transit
Brian McLean	Vacaville City Coach
J.D. Lynd	Rio Vista Transit
John Harris	Vallejo Transit
Lead STA Staff Person	
Elizabeth Richards, Director of Transit and Rideshare Services	

STA TECHNICAL ADVISORTY COMMITTEE (TAC) – (Staff Based Advisory Committee)	
Voting Members	**Agency**
Dan Schiada	City of Benicia Public Works
Janet Koster	City of Dixon Public Works
Charlie Beck	City of Fairfield Public Works
Brent Salmi	City of Rio Vista Public Works
Gary Cullen	City of Suisun City Public Works
Dale Pfeiffer	City of Vacaville Public Works
Mark Akaba	City of Vallejo Public Works
Paul Wiese	Solano County Environmental Management
Lead STA Staff Person	
Director of Projects (Vacant)	
Invited Participants:	
Caltrans	

PEDESTRIAN ADVISORTY COMMITTEE (PAC) – (Citizen Based Advisory Committee)	
Voting Members	**Agency**
Eva Laevastu, Chair	Tri City and County Coop. Planning Group
Kathy Blume	Bay Area Ridge Trail Council
J.B. Davis	Benicia PAC Member
Vacant	Dixon PAC Member
Pat Moran	Fairfield PAC Member
Allen Deal	Member at Large
Larry Mork	Rio Vista PAC Member
Vacant	SF Bay Trail
Vacant	Solano Community College
Vacant	Solano County Agriculture Commission
Vacant	Solano County PAC Member
Vacant	Solano Land Trust
Michael Segala	Suisun PAC Member
Mary Woo	Vacaville PAC Member
Lynn Williams	Vallejo PAC Member
Lead STA Staff Person	
Robert Guerrero, Associate Planner	
Invited Participants:	
TAC and SolanoLinks Intercity Transit Consortium, Planners Group	

SOLANO BICYCLE ADVISORY COMMITTEE – (Citizen Based Advisory Committee)	
Voting Members	**Agency**
J.B. Davis, Chair	City of Benicia
Glen Grant, Vice Chair	Solano County
Jim Fisk	Dixon BAC Member
Randy Carlson	Fairfield BAC Member
Larry Mork	Rio Vista BAC Member
Ray Posey	Vacaville BAC Member
Mick Weninger	Vallejo BAC Member
Barbara Wood	Member at Large
Lead STA Staff Person	
Sam Shelton, Planning Assistant	
Invited Participants:	
TAC	

SOLANO PARATRANSIT COORDINATING COUNCIL – (Citizen Based Advisory Committee)	
Voting Members	**Agency**
James Williams, Chair	Member-at-Large
Ernest Bradford	Senior Rep/MTC Representative
Jim Simon	Social Services Representative
Catarina Evanson	Solano College Representative
George Bartolome	Vallejo Transitions
Rich Broaddus	Independent Living Resource
Fred Ramsey	Disabled Representative
Lead STA Staff Person	
Jennifer Tongson, Assistant Project Manager	
Invited Participants:	
TAC, SolanoLinks Intercity Transit Consortium	

STA
Solano Transportation Authority

DATE: October 6, 2005
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	**Open until all funds are allocated**
Caltrans Transportation Planning Grant – Environmental Justice / Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	**Due October 14, 2005**
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	**Due October 14, 2005**
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Garth Hopkins, Caltrans, (916) 654-8175	**Due October 14, 2005**
Caltrans Transportation Planning Grant – Partnership Planning	Garth Hopkins, Caltrans, (916) 654-8175	**Due October 14, 2005**
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	**Due November 28, 2005**
Bicycle Transportation Account (BTA) Grant	Michael Lim, Caltrans (510) 286-5232	**Due December 1, 2005**

Solano Transportation Authority

FUNDING OPPORTUNITY:

San Francisco Bay Trail Grant Program

The application period is open until all funds are allocated

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors:	Cities, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.
Program Description:	This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.
Funding Available:	$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from $14,000 to $500,000.
Eligible Projects:	Maximize development of new trail miles by: • Planning Studies • Trail Design Work • Feasibility Studies • Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction) Previously awarded Solano Projects: • Benicia State Recreation Area Bay Trail ($100,000) • Solano Countywide Trails Plan ($46,000) * Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007.**
Funding Contact:	Maureen Gaffney, Bay Trail, (510) 464-7909
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning for Communities

Applications due October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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 2005-06. 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 2003-04)
- Developing Guidelines and supporting information for EJ element of a General Plan
  - (South Sacramento Community Plan Update - $237,960, FY 2003-04)
- Transportation Projects in underdeveloped rural agricultural areas
  - (Le Grand, Circulation Plan - $68,400, FY 2003-04)
- 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 2005-06)

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

Program Contact Person: Norman Dong, Caltrans, Norman_dong@dot.ca.gov (916) 651-6889

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
Community-Based Transportation Planning

Applications due October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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 2005-06. 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:	Projects should involve conceptual-level planning and design activities that encourage community stakeholder collaboration and promote livable community concepts. Example FY 2005-06 Recipients: Los Rios Transportation Connections, Sacramento County - $119,450 Santa Rosa Citywide Creek Master Plan, Sonoma County - $110,000
Further Details:	http://www.dot.ca.gov/hq/tpp/grants.htm
Program Contact Person:	Stuart Mori, Caltrans, stuart_mori@dot.ca.gov (916) 651-8204
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
FTA 5313(b) Transit Planning

Notice of Intent due to MTC by September 14, 2005
Applications for review by MTC by September 30, 2005
Complete applications due to Caltrans on October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant – FTA 5313(b) 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 5313(b) for FY 2005-06 (with last cycle examples):

Statewide Transit Planning Studies: $950,000 available with a grant cap of $350,000. (SRTP, County of Sacramento, $56,000)
Transit Technical Planning Assistance: $750,000 available with a grant cap of $100,000. (Community Transit Connections Study, Yolo/SACOG/Unitrans $14,150). (Northern Napa Valley Transportation Assistance Plan, $45,000)
Transit Professionals Development: $150,000 available with a grant cap of $50,000. (Citywide Transportation Hazard Elimination Plan, Contra Costa, $45,000).

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, Nancy Okasaki (510) 817-5759

Program Contact Person: Garth Hopkins, Caltrans, Garth_Hopkins@dot.ca.gov (916) 654-8175

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
Partnership Planning

Notice of Intent due to MTC by September 14, 2005
Preliminary applications for review by MTC by October 3, 2005
Complete applications due to Caltrans on October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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:	Metropolitan Planning Organizations (MPOs)/Regional Transportation Planning Agencies (RTPs) must sponsor applications. 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:	$950,000 in FHWA State Planning and Research funds available in FY 2005-06. Maximum grant amount is $300,000. 20% non-federal funds or in-kind local match required.
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 Person:	Garth Hopkins, Caltrans, Garth_Hopkins@dot.ca.gov (916) 654-8175
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Due by November 28, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors:	Cities and 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 Funded 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
Funding Contact:	Elizabeth Train, Grants Program Administrator Bikes Belong Coalition http://bikesbelong.org 1245 Pearl Street, Suite 212 Boulder, Colorado 80302-5253 (303) 449-4893
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

Bicycle Transportation Account (BTA)

Due by December 1, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Bicycle Transportation Account (BTA) grant 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:	Local agencies with an adopted Bicycle Transportation Plan are eligible.
Program Description:	BTA helps cities and counties fund projects that improve safety and convenience for bicycle commuters.
Funding Available:	2005/06 cycle will provide $7.2 million with a maximum grant of $1.8 million. There is a minimum local match of 10% that must come from sources other than the BTA.
Eligible Projects:	2004/05 BTA funded projects: Suisun City – Central County Bikeway Gap Closure, $593,000. Other funded projects range from Class I, II, & III bikeways and bicycle facilities.
Further Details:	http://www.dot.ca.gov/hq/localprograms
Program Contact Person:	Michael Lim, Caltrans, (510) 286-5232
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com