STA
Solano Transpottation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

MEETING NOTICE

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

December 14, 2005

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

6:00 P.M. (Or immediately following the STIA Board Meeting at 5:30 P.M.)

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	Len Augustine	Steve Messina	Karin MacMillan	Ed Woodruff	Jim Spering	Anthony Intintoli	John Silva
Chair	Vice Chair						
City of Dixon	*City of Vacaville*	*City of Benicia*	*City of Fairfield*	*City of Rio Vista*	*City of Suisun City*	*City of Vallejo*	*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 – 6:20 p.m.)

A. Caltrans Report

B. MTC Report

C. STA Report

VII. **CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)
(6:20 – 6:25 p.m.)

A. STA Board Minutes of October 12, 2005 — Johanna Masiclat
Recommendation:
Approve minutes of October 12, 2005.
Pg. 7

B. Review Draft TAC Minutes of November 30, 2005 — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 17

C. STA Meeting Schedule Update — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 25

D. Appointment of Clerk of the Board for the Solano Transportation Authority (STA) and Approval of Modification of Salary Range and Title — Daryl Halls
Recommendation:
Approve the following:
1. *The reclassification of the Clerk of the Board/Administrative Service Director position to Clerk of the Board/Office Manager as described in attachment A.*
2. *Designate Johanna Masiclat to serve as the STA's Clerk of the Board.*

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E. FY 2004-05 4th Quarter Budget Report — Susan Furtado

Recommendation:
Review and file.
Pg. 33

F. STA Employee Benefit Summary Update — Daryl Halls / Susan Furtado

Recommendation:
Review and file.
Pg. 37

G. Human Resource Consultant Salary and Benefit Survey — Susan Furtado

Recommendation:
Approve the Comparator Agencies and Benefit Data to be collected.
Pg. 43

H. Solano-Napa Countywide Travel Demand Modeling Agreements with the Consultant and City of Fairfield — Dan Christians

Recommendation:
Authorize the Executive Director to:

1. *Enter into a modeling services contract for up to a total of $130,000 with the City of Fairfield for specified modeling runs and services for FY 2005-06 and FY 2006-07 as described in Attachment A (maximum of $65,000 each fiscal year), with an additional optional year for up to $65,000 for FY 2007-08; and*
2. *Enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to obtain $70,000 of federal planning grant funds (combined with up to $30,000 of STA's local matching funds) to complete the new Solano-Napa Travel Demand Model (Phase 2 transit component) as part of the "Smarter Growth along the I-80/Capitol Corridor" study; and*
3. *Issue a Request for Proposals for modeling services, select a consultant and enter into an agreement to complete Phase 2 of the new Solano-Napa Travel Demand Model as described in Attachment B at a cost not to exceed $100,000.*

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I. Solano Bicycle and Pedestrian Program Guidelines and Criteria — Robert Guerrero

Recommendation:
Approve the following:

1. *Adopt the Solano Bicycle and Pedestrian Program (SBPP) Guidelines and Criteria.*
2. *Issue a call for the SBPP Program's 3-Year Implementation Plan (including TDA Article 3 and County Bicycle Pedestrian Program funds for FY 2006-07 through FY 2008-09).*

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J. SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects — Jennifer Tongson

Recommendation:
Approve and forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.
Pg. 67

K. Amendment to Programming of the 2006 State Transportation Improvement Program (STIP) — Jennifer Tongson

Recommendation:
Approve the programming of an additional $1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's $14.951M in new 2006 STIP funds as listed on Attachment A.
Pg. 71

L. Proposed No Call/No Show Policy on Solano Paratransit — Elizabeth Richards

Recommendation:
Approve a No Call/No Show Policy for Solano Paratransit.
Pg. 75

M. Appointments to Solano Pedestrian Advisory Committee — Robert Guerrero

Recommendation:
Appoint the following Pedestrian Advisory Committee members for a three-year term:

1. *Mr. Frank Morris- Solano Land Trust PAC Member*
2. *Ms. Linda Williams- Solano County PAC Member*

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VIII. ACTION ITEMS – FINANCIAL

A. Project Study Report Priorities — Janet Adams

Recommendation:

Approve the following:

1. *The Priority List for future Solano County Project Study Reports (PSRs) to be conducted by STA.*
2. *Authorize the STA to be the lead agency for the PSR for the I-80 HOV Lane/Turner Parkway Overcrossing project in Vallejo to be funded by Federal SAFETEA Demo funds.*
3. *Authorize the Executive Director to initiate PSR for the SR 12 and Church Road Improvements project in Rio Vista to be funded by the STA in FY 2005-06 and FY 2006-07.*
4. *Authorize the STA to initiate the PSR for the EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. project in Fairfield to be funded by the STA in FY 2005-06 and FY 2006-07.*
5. *Designate I-80 HOV Lane – Air Base to I-505 as the subsequent priority for next PSR to be funded and performed by the STA.*
6. *Authorize the Executive Director to request Caltrans to conduct PSRs for the EB/WB I-780 Stripe Aux Lanes project from 2nd St. to 5th St., the Phase II Truck Climbing Lane project, and the I-80 pavement rehabilitation project from SR12 East (Fairfield) to Meridian Road (Vacaville).*

(6:25 – 6:35 p.m.) – **Pg. 83**

IX. ACTION ITEMS – NON-FINANCIAL

A. Initiation of Safe Routes to Schools Study (SR2S) and Safe Routes to Transit (SR2T) — Jennifer Tongson

Recommendation:

Approve the SR2S/SR2T Outreach Program.

(6:35 – 6:45 p.m.) - **Pg. 89**

B. Lifeline Transportation Funding Program — Elizabeth Richards

Recommendation:

Authorize the formation of a Lifeline Transportation Advisory Committee with the proposed organizational membership as indicated on Attachment B.

(6:45 – 6:50 p.m.) – **Pg. 97**

C. **State Route 12 East Operational Prioritization and Implementation Strategy** — Dan Christians

Recommendation:
Approve the SR 12 East Prioritization and Implementation Strategy.
(6:50 – 6:55 p.m.) – **Pg. 101**

D. **Legislative Update – December 2005 and Adoption of STA's 2006 Legislative Priorities and Platform and** — Jayne Bauer

Recommendation:
Approve the following:

1. *Adopt the Final Draft 2006 Legislative Priorities and Platform.*
2. *Authorize the Chair to forward letters of appreciation from the STA Board to Congress Representatives Miller and Tauscher for their successful efforts to obtain Federal Earmarks for two priority projects.*

(7:05 – 7:10 p.m.) – **Pg. 145**

X. **INFORMATION ITEMS (No Discussion Necessary)**

A. **Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects** — Dan Christians

Informational – **Pg. 165**

B. **Inactive Obligations – Call to Action** — Jennifer Tongson

Informational – **Pg. 169**

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

Informational – **Pg. 173**

D. **Funding Opportunities Summary** — Sam Shelton

Informational – **Pg. 175**

XI. **BOARD MEMBERS COMMENTS**

XII. **ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for
Wednesday, January 11, 2006, 6:00 p.m., Suisun City Hall Council Chambers.

STA
Solano Transportation Authority

MEMORANDUM

DATE: December 6, 2005
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 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.

Vallejo Station and Fairfield/Vacaville Rail Station to Receive 2005 Federal Appropriations Earmarks

In November, the House of Representatives and U.S. Senate approved and President Bush signed the 2005 Federal Appropriations bill for transportation, which included specific earmarks for two of the STA's priority projects. Thanks to the sponsorship of Congressman George Miller, the Vallejo Station is slated to receive $850,000. Thanks to Congresswoman Ellen Tauscher, the Fairfield/Vacaville Rail Station is scheduled to receive $500,000.

CCJPB Board Approves Fund Swap and Expanded Inter-City Rail Service in Solano County

On November 16, 2005, the Capitol Corridors Joint Powers Board unanimously approved the STA Board's request to provide Inter-City Rail Service to the new Fairfield/Vacaville Rail Station once the completion of the station phase 1 and necessary track improvements are completed. This action took place with the unified support of CCJPB Board Members Mary Ann Courville and Jim Spering, and Alternate Len Augustine. This request was granted in conjunction with the STA Board's adoption of a swap of State Transportation Improvement Program (STIP) and Regional Measure 2 funds with the Capitol Corridors Joint Powers Board (CCJPB) to help the CCJPB accelerate completion of some critical track improvements necessary for improved reliability, reduced travel times and increased trains along the entire CCJPB rail corridor. Per the CCJPB's request, the STA Board authorized 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 before mentioned 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 funding for both the future Fairfield/Vacaville Rail Station and Benicia Intermodal Station in Solano County.

Assembly Budget Subcommittee #5 for Transportation Meets in Solano County
On November 15, 2005, STA Board Members Mary Ann Courville and Harry Price and staff participated in a special hearing of the Assembly Budget Subcommittee #5 for Transportation held at the Solano County Board of Supervisor's Board Hearing room. The meeting was organized by Assembly Member Lois Wolk and presided over by Wolk and Subcommittee Chair Pedro Nava. Featured speakers were Will Kempton, Caltrans Director, and Diane Eidam, CTC Executive Director. A key theme voiced at the session was the critical importance that Proposition 42 funds be permanently reinstated and dedicated for transportation. Solano County priority projects such as the I-80/I-680/SR 12 Interchange, Cordelia Truck Scales, maintenance on I-80, and safety improvements on SR 12 were highlighted at the meeting.

STA's 2006 Legislative Priorities *
In response to STA Board direction, staff has distributed the STA's draft 2006 Legislative Platform and Priorities for review and comment. This week, Jayne Bauer and I traveled to Sacramento to meet with and brief the legislative staff for Solano County's four State Legislators. Following adoption of the Platform and Priorities, staff will work with the STA Board to schedule a trip to Sacramento in February 2006, following the release of the State of the State address and initial budget proposal submitted by the Governor.

CTC Names John Barna as new Executive Director
Last week, the California Transportation Commission (CTC) named John Barna as its new Executive Director, effective December 19, 2005. Barna will be leaving his current post as Deputy Secretary of Transportation at the California Business, Transportation and Housing Agency to replace Diane Eidam, who recently left the CTC to accept a position as the Deputy Executive Director for the San Diego Association of Governments (SANDAG). The CTC is responsible for programming and funding transportation projects throughout California in partnership with regional transportation agencies and the California Department of Transportation (Caltrans).

Programming Additional 2006 STIP Funds for Jepson Parkway *
In October, the STA Board adopted the 2006 State Transportation Improvement Program (STIP) for Solano County. An estimated $13.787 million in new STIP programming capacity to the Vallejo Station, I-80 HOV Lane project, the Jepson Parkway, and the I-80/I-505 Weave Correction Project. Subsequently, the California Transportation Commission (CTC) released an updated Fund Estimate (FE), which added an additional $1.164 million in STIP programming capacity of Solano County. Staff and the TAC are recommending this be programmed for the Jepson Parkway, increasing the 2006 STIP funds for this project to $3.723 million.

Caltrans Proposes 2006 SHOPP Funds for Major Rehabilitation of I-80

Last week, staff received a copy of the draft 2006 State Highway Operations and Protection Program (SHOPP) from Caltrans. Recently added to the list for Solano County is $40 million in road rehabilitation funds for I-80 between SR 12 East and Meridian Road in Vacaville. This was in response to the STA Board's request for SHOPP funds for this specific project.

STA to Initiate New Safe Routes to Schools Program *

An important new program that the STA is developing is the Safe Routes to Schools Program. The initiation of this program is in follow up to the recent update of the Solano Countywide Safety Plan, which focused on identifying the local intersections and segments of the state highway system that have the highest number of traffic accidents. The Solano Safe Routes to Schools will be developed in partnership with the seven cities, County of Solano, Solano County's school districts, and the public. In parallel, the STA will also be developing a Safe Routes to Transit component to identify any safety concerns adjacent to current and proposed transit centers located throughout Solano County.

STA's SCNI Program Starts Another New Vanpool Serving Travis AFB

In November, Commute Consultant and Vanpool Specialist, Yolanda Dillinger started the 5th New Vanpool bringing to a total of 45 the number of Sacramento County residents vanpooling to their Civil Service and Military jobs at Travis Air Force Base on a daily basis. A 6th vanpool to Travis AFB is in the process of being formed with start up scheduled for early next year. All five of the current vanpools have been initiated in the past two and half years.

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

DATE: December 5, 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 October 12, 2005
B. Review Draft TAC Minutes of November 30, 2005
C. STA Meeting Schedule Update
D. Appointment of Clerk of the Board for the Solano Transportation Authority (STA) and Approval of Modification of Salary Range and Title
E. FY 2004-05 4th Quarter Budget Report
F. STA Employee Benefit Summary Update
G. Human Resource Consultant Salary and Benefit Survey
H. Solano-Napa Countywide Travel Demand Modeling Agreements with the Consultant and the City of Fairfield
I. Solano Bicycle and Pedestrian Program Guidelines and Criteria
J. SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects
K. Amendment to Programming of the 2006 State Transportation Improvement Program (STIP)
L. Proposed No Call/No Show Policy on Solano Paratransit
M. Appointments to Solano Pedestrian Advisory Committee

SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
October 12, 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
	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
MEMBERS ABSENT:	None.	
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
	Dale Dennis	STA – Project Consultant
	Elizabeth Richards	STA Director of Transit and Rideshare Services
	Susan Furtado	STA – Financial Analyst/Accountant
	Jayne Bauer	STA – Marketing and Legislative Program Manager
	Robert Guerrero	STA-Associate Planner
	Jennifer Tongson	STA-Assistant Project Manager
	Sam Shelton	STA-Planning Assistant

ALSO PRESENT:

Dan Schiada	City of Benicia
Mike Duncan	City of Fairfield
Ron Jones	City of Rio Vista
Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Birgetta Corsello	County of Solano
Bob Grandy	Fehr & Peers
Charissa Frank	Korve Engineering
Mike Lohman	Mark Thomas and Company
Trudy Presser	Nolte Associates, Inc.
Dale Dennis	Project Consultant/PDM
Tony Rice	Shaw/Yoder, Inc.
Joshua Shaw	Shaw/Yoder, Inc.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Member Intintoli, and a second by Member Messina, 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:

- Caltrans and B, T& H Highlight I-80/I-680 Interchange and Need for State Transportation Funding at State "Go California" Workshop
- STA Board Adoption of the 2006 STIP for Solano County
- Proposed Fund Swap to Accelerate Improvement in CCJPB Rail Service and Expanded Inter-City Rail Service in Solano County
- CTC Allocates SHOPP Funds for SR 113 (Dixon) Reconstruction and I-680 Rehab Projects
- Bay Area Partnership Recommends Allocation of SAFETEA Third Cycle Funds
- Identifying the Next Generation of Priority Projects – Draft List of Candidate Projects for Project Study Reports
- STA to Encourage Improved Coordination of County Transportation and Local Land Use Planning Through Award of First TLC Planning Grants
- STA's 2006 Legislative Priorities
- City of Dixon to Host Recognition of Outstanding Partnerships, Projects and Individuals at 8th Annual Awards Program

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:
Dana Cowell, Caltrans District IV, provided an overview of the State Highway Operations and Protection Program (SHOPP) and discussed the upcoming District IV project submittals for the 2006 SHOPP.

B. MTC Report:
None presented.

C. STA Report:

1. **Proclamation of Appreciation for Board Member Karin MacMillan**
   Chair Courville presented a Proclamation of Appreciation to outgoing Board Member Karin MacMillan.

2. **State Legislative Report**
   Tony Rice and Joshua Shaw, Shaw/Yoder, Inc., provided a report on various legislative actions and policy activities.

3. **Nominations for 8th Annual STA Awards**
   Jayne Bauer presented the nominees for the 8th STA Annual Awards to be held at the Denverton Hall in Dixon on Wednesday, November 9, 2005.

VII. CONSENT CALENDAR

On a motion by Member Messina, and a second by Member Intintoli, the staff recommendations for consent calendar items A through M were unanimously approved with the exception of the following:

- Consent Item A, STA Board Minutes of September 14, 2005, Member MacMillan abstained from the vote.
- Consent Item D, SAFETEA Third Cycle – STP Local Streets and Roads Projects – Recommendation No. 1 was amended as shown in ***bold italics***.

A. STA Board Minutes of September 14, 2005
Recommendation:
Approve STA Board minutes of July 13, 2005.

B. Review Draft TAC Minutes of September 28, 2005
Recommendation:
Receive and file.

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

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

Recommendations:

Approve the following:

1. The distribution of ***$3.42M*** 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.

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

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; and
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.

F. Solano Paratransit Vehicle Lease Agreement

Recommendation:

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

G. Solano Paratransit Assessment Study

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.

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

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.

I. Solano County Bicycle and Pedestrian Program Funds

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.

J. **Final 2005 Solano Congestion Management Program (CMP)**
Recommendation:
Approve the Final 2005 Solano Congestion Management Program and forward to MTC.

K. **Solano Transit Consolidation Study Request for Proposal**
Recommendations:
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.

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

M. **I-80/I-680 Interchange and North Connector Project Implementation**
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 North 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 MTC/Nolte to proceed with the preparation of the separate environmental document and detailed preliminary engineering for the I-80 HOV Lanes project.

VIII. ACTION ITEMS: FINANCIAL

A. **STIP/RM 2 Fund Swap to CCJPA Track Improvements and Future Rail Service**
Dan Christians outlined the Capitol Corridor Joint Powers Authority (CCJPA) proposed swap of $5 million in RM 2 funds for $4.225 million in STA 2006 STIP funds that are available during or before FY 2007. He stated that an amendment to the RM 2 legislation may be necessary to ensure the RM 2 funds can be used for the Benicia Intermodal Station which staff recommends adding this to the list of 2006 legislative priorities. Dan also cited CCJPB's commitment for providing rail service to the new Fairfield/Vacaville Train Station and staff technical support for the new Dixon Intermodal Station.

Board Comments:
Chair Courville, Vice Chair Augustine, and Member Spering expressed their full support for the proposed funding swap with CCJPA RM 2 funds for STA 2006 STIP PTA funds.

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.

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

B. Programming of the 2006 State Transportation Improvement Program (STIP)
Jennifer Tongson reviewed the programming of $13.725 M in new 2006 STIP funds and the CCJPB proposal to swap $4.2 M in Solano STIP funds for $5.0 M in Capitol Corridor's RM2 funds in order to accelerate the full funding and completion of the CCJPB track improvements and the availability and initiation of future CCJPB Intercity Rail Service to the proposed new Fairfield/Vacaville Rail Station.

Board Comments:
None presented.

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

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

C. Jepson Parkway Status, Schedule and Contract Amendment with Jones and Stokes, Inc. to Complete EIR/S
Bob Grandy, STA Project Consultant, 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.

Board Comments:
None presented.

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. Authorize 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. Authorize 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.

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

D. 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).

Board Comments:

Member Spering approved staff's recommendation, however, as part of the action, he conveyed the point that the group neither endorses nor rejects land use plans in the vicinity of any applicant's TLC planning projects. He added that they did not want to appear to endorse the City of Fairfield's Alan Witt Project, which is related to but separate from the TLC project proposed in Fairfield's TLC planning grant application.

Member MacMillan expressed her disagreement with this statement.

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.

On a motion by Member MacMillan, and a second by Member Spering, the staff recommendation was unanimously approved.

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

Jayne Bauer reviewed the two-year plan for 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.

Board Comments:
None presented.

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.

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

IX. ACTION ITEMS: NON-FINANCIAL

A. Solano County Priorities for 2006 SHOPP

Dana Cowell provided an overview of the SHOPP program and discussed the upcoming District IV project submittals totaling $218.27 million in Solano County for the 2006 SHOPP. He listed the addition of the I-80 rehabilitation project for prioritization in the 2006 SHOPP's Pavement Rehabilitation category and the EB/WB I-780 Stripe Auxiliary Lane project as a minor improvement project requested by the STA TAC at their September 28 meeting.

Board Comments:
None presented.

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.

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

B. Legislative Update – October 2005 and STA's Draft 2006 Legislative Priorities and Platform

Jayne Bauer reviewed the incorporated comments to the Draft 2006 Legislative Platform and Priorities recommended by the Consortium and the STA TAC at their September 28, 2005 meetings. She proposed that the Board distribute the draft for review and comment and then agendize for STA Board adoption in December.

Board Comments:

Member Intintoli raised a question whether the STA Board should take a position on Prop. 76, which received a vote of support from the League of California Cities.

After discussion, Chair Courville commented that it was not necessary for the STA Board to address this issue.

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.

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

X. INFORMATION ITEMS

A. Project Study Report 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.

B. 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.

(No Discussion Necessary)

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

D. Alternative Modes Fund Strategy

E. STA Board Committees

F. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS:

None presented.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:25 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, December 14, 2005, 6:00 p.m. at Suisun City Hall Council Chambers.**

Attested By:

J Masiclat / 12/8/05

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

Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
November 30, 2005

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:32 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Brent Salmi	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:	Janet Koster	City of Dixon
	Mike Duncan	City of Fairfield
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Cameron Oakes	Caltrans District 4
	Brett Hondorp	Alta Planning & Design
	Ann Cheng	Alta Planning & Design
	Barry Eberling	Daily Republic
	Daryl Halls	STA
	Dan Christians	STA
	Janet Adams	STA
	Elizabeth Richards	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC approved the agenda with the request to table Agenda Item VI.A, Final Draft SR 12 Transit Corridor Study until the next scheduled TAC meeting.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Cameron Oakes briefed the TAC on the latest events and issues for the SR-12 Corridor Study (RVB to SR-99). He cited that a draft final report should be available for review by December or January. He also stated that City of Dixon staff asked him for an update on a SHOPP pavement rehabilitation project on SR-113 questioning whether it has gone to bid yet.

MTC: None presented.

STA: Jennifer Tongson distributed and provided information on the following:

- SAFETEA Third Cycle STP Local Streets and Roads Projects for Solano County
- FFY 2005-06 Local Assistance Programs Delivery Plan (MTC)
- Draft 2006 SHOPP Project List (Solano)

Other: Mike Duncan, City of Fairfield, announced the deadline for comments to the Draft Strategic Plan for MTC's LS& R Committee is early January 2006.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Charlie Beck, the STA TAC approved the Consent Calendar.

Recommendations:

A. Minutes of the TAC Meeting of September 28, 2005
Recommendation:
Approve minutes of September 28, 2005.

B. STA Board Meeting Highlights of October 12, 2005
Informational

C. STA FY 2005-06 Meeting Calendar
Informational

D. **Funding Opportunities Summary**
Informational

E. **SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects**
Recommendation:
Forward a recommendation to the STA Board to forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.

F. **Amendment to Programming of the 2006 State Transportation Improvement Program (STIP)**
Recommendation:
Recommend to the STA Board to approve programming of an additional $1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's $14.951M in new 2006 STIP funds as listed on Attachment A.

G. **Proposed No Call/No Show Policy on Solano Paratransit**
Recommendation:
Recommend the STA Board approve a No Call/No Show Policy for Solano Paratransit.

VI. ACTION ITEMS

A. **Final Draft SR 12 Transit Corridor Study**
This item was tabled until the next scheduled TAC meeting of January 4, 2005.

B. **State Route 12 East Operational Prioritization Report**
Dan Christians reviewed the prioritization of the improvement recommendations to be developed as part of the SR 12 Major Investment Study (SR 12 MIS). He also stated that STA staff plans to reconvene the SR 12 Steering Committee in early 2006 to keep this matter on a high level of priority and to review the progress being made to further conduct more detailed analysis and provide input on the implementation improvements along the corridor.
After discussion, the STA TAC recommended to add as part of the SR 12 MIS the traffic signal light synchronization from Fairfield to Suisun City on SR 12 under safety related improvement projects.

Recommendation:
Forward to the STA Board a recommendation to approve the SR 12 Implementation Plan and provide a recommendation to the STA Board.

On a motion by Paul Wiese, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation with an amendment to add as part of the SR 12 MIS the traffic signal light synchronization from Fairfield to Suisun City on SR 12 under safety related improvement projects.

C. **Project Study Report Overview**

Jennifer Tongson provided an overview of the draft list of PSR candidate projects presented and outlined the funding plan recommended by STA staff based on STA Board's discussion and direction provided in October. She cited that the STA has dedicated $112,000 in FY 2005-06 and $125,000 in FY 2006-07 budgets for PSR work for future STIP eligible projects. She cited that staff recommended to initiate RFPs for the SR 12/Church Road and Turner Parkway Overcrossing/I-80 HOV PSRs in early 2006.

Charlie Beck recommended that the Eastbound I-80 Auxiliary Lane Project from Travis Blvd. to Air Base Parkway be prioritized as a PSR in FY 2006-07 before the I-80 HOV Air Base to I-505. Dan Schiada supported the recommendation with the caveat that the I-80 HOV from Air Base to I-505 takes subsequent priority for the next PSR to be funded by the STA when funding becomes available. Dale Pfeiffer conveyed his support for this proposal.

Recommendation:

Forward a recommendation to the STA Board to:

1. Initiate the PSR for the SR 12 and Church Road Improvements project in Rio Vista to be funded by the STA in FY 2005-06.
2. Authorize the STA to be the lead agency for the PSR for the I-80 HOV Lane/ Turner Parkway Overcrossing project in Vallejo to be funded by Federal SAFETEA Demo funds.
3. Designate I-80 HOV Lane – Air Base to I-505 or subsequent priority for next PSR to be funded and performed by the STA.
4. Recommend to the STA Board to recommend to Caltrans to conduct PSRs for the EB/WB I-780 Stripe Aux Lanes project from 2nd St. to 5th St., the Phase II Truck Climbing Lane project, and the I-80 pavement rehabilitation project from SR12 East (Fairfield) to Meridian Road (Vacaville).

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation to include the requested modification moving up the I-80 Auxiliary Lane projects in priority.

D. **Solano-Napa Countywide Travel Demand Modeling Agreements with the Consultant and City of Fairfield**

Dan Christians reviewed the proposed modeling services contract with the City of Fairfield for specified modeling runs for up to a total of $130,000 for FY 2005-06, FY 2006-07 ($65,000 each fiscal year), with an additional optional year for up to $65,000 for FY 2007-08. He also outlined the overall planning grant agreement between MTC and Caltrans for the completion of Phase 2 of the model.

Recommendation:

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

1. Enter into a modeling services contract for up to a total of $130,000 with the City of Fairfield for specified modeling runs and services for FY 2005-06 and FY 2006-07 as described in Attachment A (maximum of $65,000 each fiscal year), with an additional optional year for up to $65,000 for FY 2007-08; and

2. Enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to obtain $70,000 of federal planning grant funds (combined with up to $30,000 of STA's local matching funds) to complete the new Solano-Napa Travel Demand Model (Phase 2 transit component) as part of the "Smarter Growth along the I-80/Capitol Corridor" Study; and
3. Issue a Request for Proposals for modeling services, select a consultant and enter into an agreement to complete Phase 2 of the new Solano-Napa Travel Demand Model as described in Attachment B at a cost not to exceed $100,000.

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

E. Initiation of Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T)

Brett Hondorp, Senior Planner for Alta Planning & Design, reviewed the process of gathering additional information from local agencies to assist in developing an existing conditions report for reviewing existing safety, bicycle, pedestrian, transit, and local SR2S and SR2T plans. He cited that the overall goal of this Study is to identify and prioritize a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for SR2S and SR2T funding programs.

Jennifer Tongson stated that the deadline to submit the summary forms is Friday, December 16, 2005. She also indicated that STA and Alta are proposing to coordinate an extensive public input process in coordination with school district cities and the County in January and February of 2006. At an earlier meeting, the Consortium recommended to add private institutions to the target agencies for SR2S/SR2T outreach program.

Recommendation:
Forward a recommendation to the STA Board to approve the SR2S/SR2T Outreach Program.

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

F. Lifeline Transportation Funding Program

Elizabeth Richards reviewed the three-year funding allocation by MTC for Solano Lifeline Transportation Projects in the amount of $1,076,866. She cited that the STA staff is working with MTC to transition to the STA the issuance of the Call for Projects, approving projects for funding and monitoring and overseeing projects and programs. She recommended that a new advisory committee be established to assist with the evaluation of the Lifeline projects in future funding cycles for projects in Solano County.

Recommendation:
Recommend the STA Board authorize the formation of a Lifeline Transportation Advisory Committee with the proposed organizational membership as indicated on Attachment B.

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

G. Solano Bicycle and Pedestrian Program Guidelines and Criteria

Robert Guerrero identified a few concerns and changes incorporated in the final draft guidelines and criteria that included clarifying the SBPP's 'Access' and 'Community Participation' criteria. He cited that the guidelines and criteria will be used to evaluate projects for the SBPP 3-Year Bike/Ped Implementation Plan and projects identified in the first year of the 3-year plan will be recommended for available bike/pedestrian funds anticipated to be available in FY 2006-07 to FY 2008-09).

Recommendation:

1. Adopt the Solano Bicycle and Pedestrian Program (SBPP) Guidelines and Criteria.
2. Issue a call for the SBPP Program's 3-Year Implementation Plan (including TDA Article 3 and County Bicycle Pedestrian Program funds for FY 2006-07 through FY 2008-09).

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

H. Legislative Update – November 2005 and Adoption of STA's 2006 Legislative Priorities and Platform

Jayne Bauer reviewed the recommended changes to the Final Draft of the 2006 Legislative Priorities and Platform, with the additions noted in **bold** and recommended deletions noted with a ~~strikethrough~~.

Recommendation:
Forward the Final Draft 2006 Legislative Priorities and Platform to the STA Board for approval.

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

VII. INFORMATION ITEMS

A. Status of Development of County Transportation Expenditure Plan (CTEP) and Review of Plan Elements

Daryl Halls reviewed the preparation process and planning elements in the development of the County Transportation Expenditure Plan (CTEP). He cited that staff is waiting for direction from the STIA Board to pursue placement of the Sales Tax Measure on the ballot for the June or November 2006 ballot.

B. Intercity Transit Funding Agreement

Elizabeth Richards stated that STA's transit consultant, Nancy Whelan, is working with STA staff and three intercity transit operators in developing a consistent methodology that is equitable to the transit operator as well as to the transit service's funding partners on six funding scenarios to create on-going consistency for both parties. She cited that the STA would provide further update at the next scheduled TAC meeting of January 4, 2006.

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

Elizabeth Richards announced the next Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle is scheduled at 5:45 p.m. on Wednesday, December 7, 2005 at the Suisun City Council Chamber. She cited that STA has been working with MTC to complete an extensive mailing to notify organizations and individuals of this hearing. She added that MTC would summarize the key issues of concern and forward them to the STA to coordinate a response.

D. Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects

Dan Christians cited that STA will continue to provide updates to the STA Board, TAC, and the Solano City and County Planners Group on the status and consistency of any additional major new proposed projects that require a general plan amendment and/or CMP model run and analysis.

E. Inactive Obligations – Call to Action

Jennifer Tongson reviewed the projects listed on the de-obligation list that is being monitored and tracked by MTC and Caltrans Local Assistance. She stated that projects would be de-obligated unless an invoice is received by Caltrans within the next couple of weeks, and thereby making the project 'Active'. She cited that Obligation Authority (OA) is only available through the end of the fiscal year, and any OA freed-up as result of de-obligation or conversion to ACA must be re-obligated by September 2006, otherwise, there is no guarantee that the funds will be available to the project at a later date.

VIII. ADJOURNMENT

The meeting was adjourned at 3:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 4, 2006.**

DATE: December 5, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: STA Meeting Schedule Update

Background:
Attached is the updated STA meeting schedule for January through June 2006 that may be of interest to the STA Board.

Fiscal Impact:
None.

Recommendation:
Receive and file.

Attachment:
A. STA Meeting Schedule Update (January through June 2006)

STA
Solano Transportation Authority

STA BOARD
MEETING SCHEDULE
JANUARY– JUNE 2006

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 4	10:00 a.m.	Intercity Transit Consortium	Fairfield Transportation Center	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
January 11	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**Confirmed**
January 19	TBD	BAC/PAC SBPP Application Workshop	STA Conference Room	Tentative
January 20	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
January 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 8	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**Confirmed**
February 15 or 16	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 22 or 23	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
March 2 or 9	6:30 p.m.	Joint BAC/PAC Meeting	STA Conference Room	Tentative
March 8	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**Confirmed**
March 17	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 12	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**Confirmed**
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 10	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**Confirmed**
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 14	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**Confirmed**
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed

Updated: 12/7/2005
jm

ATTACHMENT A

DATE: December 2, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of Clerk of the Board for the Solano Transportation Authority (STA) and Approval of Modification of Salary Range and Title

Background/Discussion:
In order to successfully implement the variety of planning, project and program priorities of the STA Board, it continues to be imperative that adequate and trained staff resources are available and staff is organized in an efficient manner to effectively implement the policy direction of the STA Board. The position of Clerk of the Board/Administrative Services Director provides primary administrative support to the STA Board and is responsible for the following tasks:

1. Preparing and distributing STA Board Agendas
2. Public Posting and distribution of the Agenda in compliance with the Ralph M. Brown Act
3. Scheduling and coordination of the meeting facility
4. Recording the meeting minutes for the STA Board meeting
5. Development of meeting minute highlights and distribution to member agencies
6. Attesting to the signature of the Clerk of the Board for STA Resolutions
7. Preparation of STA Board proclamations
8. Maintaining file copies of agendas, minutes, resolutions and proclamations

In addition, the position is responsible for coordinating and managing the office administrative work for the Executive Director and Legal Counsel.

Following the departure from the STA of the previous Clerk of the Board, the STA Board appointed Johanna Masiclat, one of the STA's Administrative Assistants, as the Interim Clerk of the Board in May 2005. Ms. Masiclat has been employed by the STA for two and one half years and has successfully completed a number of administrative tasks in a professional and competent manner. In addition, she has been cross-trained on the tasks and responsibilities of the varied functions performed by the Clerk of the Board.

Discussion:
The past seven months, Johanna Masiclat has successfully and efficiently performed the duties as the acting Clerk of the Board. In addition, she has provided both the Executive Director and Legal Counsel with quality and professional office manager support. As a result of her recent job performance, she has already improved and streamlined some of the STA's office functions and provided stability and productivity during a period of change and transition. Earlier this year, the STA Board authorized the STA to retain

consultant assistance to conduct an assessment of the STA's personnel functions, job classifications, and to survey comparable agencies regarding their salaries and benefits. Koff and Associates has been retained to conduct this study.

Attached is a modified job description for the position of Clerk of the Board/Office Manager. Previously, this position was titled as Clerk of the Board/Administrative Services Director and was designated as a department director position with supervisory responsibility for three administrative support positions. In October 2004, the supervisory responsibility was transferred to the STA's other three department directors in preparation for the hiring of a new Finance Analyst/Accountant position and to implement a more efficient and logical distribution of work responsibilities among the departments of Strategic Planning, Project Development and Transit and Rideshare Services. The Clerk of the Board/Administrative Services Director position remained in present capacity in reporting to the Executive Director and providing primary administrative support to the STA Board, Executive Director and Legal Counsel.

In the interim, both Chuck Lamoree, STA Legal Counsel and I, in my role as Executive Director, have reviewed the performance of Johanna Masiclat during her tenure as acting Clerk of the Board and are recommending the STA Board remove the acting status and appoint her as the Clerk of the Board effective January 1, 2006. In this capacity, she will also provide Clerk of the Board support to the Solano Transportation Improvement Authority (STIA). Appointment to this capacity will take place at the STIA Board.

Concurrently, I am recommending the Board authorization the reclassification of the position of Clerk of the Board/Administrative Services Director to Clerk of the Board/Office Manager with a modification of the salary range and management leave hours as identified in attachment B. This reclassification will more accurately reflect the modified job tasks and responsibilities and result in a modest annual salary savings.

Financial Impact:
This position is funded out of the STA's administrative services budget. The approval of the reclassification of this position will result in an estimated annual salary and benefits savings of approximately $4,000 per year.

Recommendation:
Approve the following:

1. The reclassification of the Clerk of the Board/Administrative Service Director position to Clerk of the Board/Office Manager as described in attachment A.
2. Designate Johanna Masiclat to serve as the STA's Clerk of the Board.

Attachments:
A. Proposed Job Description for Clerk of the Board/Office Manager
B. Recommended Modification of Salary Range and Management Leave

Solano Transportation Authority

JOB DESCRIPTION

JOB TITLE: **CLERK OF THE BOARD/OFFICE MANAGER (Proposed)**

SUMMARY OF RESPONSIBILITIES:

The **Clerk of the Board/Office Manager** provides a variety of administrative and clerical support to the STA Board and the different committees, prepares resolutions and ordinances, attend board meetings and prepare board minutes. The incumbent coordinates the office administrative work for the Executive Director, Legal Counsel, and Board of Directors by performing multiple administrative duties to ensure the efficient service provision for the Authority. Responsibilities require the frequent use of tact, discretion, and independent judgment as well as knowledge of departmental and Authority's activities. This class is distinguished from other office administrative classes in that the nature, scope, and diversity of responsibilities originating at this level of responsibility require a broader understanding of the Authority's functions.

Department: Operation Management/Administration
Exempt: Yes
Reports to: Executive Director
Location: One Harbor Center, Suite 130 Suisun, CA 94585
Date approved: 1/2003, 6/2005

Salary: $4,754-$5,778/Month. Salary will be determined based on overall qualifications. In addition, the STA offers an excellent benefits package that includes:

- Employer pays five percent PERS retirement contribution on tax-deferred basis.
- Employer paid 401 (a) in lieu of Social Security
- Employer paid PERS health insurance
- Employer paid dental, vision and life insurance
- Fourteen paid holidays and twelve days sick leave
- Ten days vacation during the first five years and fifteen days thereafter

ESSENTIAL DUTIES AND RESPONSIBILITIES:

- Coordinate and manage administrative functions for the Executive Director effectively;
- Perform administrative duties for the Board of Directors and its Committees, prepare, receive and maintain all official Authority records.
- Maintain the calendar and coordinate schedule for the Executive Director with those of the members of the STA Board of Directors, Legal Counsel, and Project Directors; makes travel arrangements as required.
- Provide variety of support to the STA Board and committees; prepare and distribute agenda packets; prepare resolutions and ordinances; attend board meetings and prepare minutes; and follow up on board decisions as required.
- Arrange meetings by scheduling rooms, notifying participants, arranging for refreshments as appropriate and preparing and posting Brown Act required agendas; ensures information is compiled and duplicated; arrange Authority-sponsored activities for employees.
- Attend to variety of office administrative details, such as keeping informed of the STA activities, transmitting information, and attending meetings.

- Operate standard office equipment, including job-related computer hardware and software applications, facsimile equipment and multi-line telephones and other department-specific equipment.
- Organize and maintain various administrative, confidential, reference and follow-up files.
- Coordinate special projects that vary depending on the needs of the STA.
- Perform other related duties as assigned.

QUALIFICATION REQUIREMENTS: To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed are representative of the knowledge, skill, and/or ability required

EDUCATION and/or EXPERIENCE: Any combination of education and experience that would likely provide the required knowledge and abilities as listed below is qualifying. A typical way to obtain the required knowledge and abilities would be a High School degree with a minimum of two years completed post high school education with a major in Business Administration.

KNOWLEDGE AND SKILLS:

In addition to the experience and education above, the ideal candidate will:

- Possess computer skills as a minimum: MS Word, Excel, Access, Visio, Publisher, PowerPoint and database management.
- Basic knowledge and understanding of current technology standards.
- Knowledge and understanding of Brown Act Requirements.
- Knowledge and understanding of basic contracts.
- An excellent communicator (oral, written and presentation).
- Able to work with and complement existing staff.
- Flexible, unbiased and a person of high integrity

ABILITY TO:

- Work as a team member.
- Work with minimum supervision.
- Establish and maintain cooperative workplace relationships.
- Interact courteously and tactfully with the public.
- Manage multiple priorities.
- Give clear instructions.

PHYSICAL DEMANDS: While performing this job, the employee is regularly required to walk; sit; use hands to handle objects, operate keyboards, tools, or controls; talk and hear. The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this position. Able to lift 20 pounds, drive a van and handle event equipment. Must have valid California Class C drivers license and have a satisfactory driving record.

STA SALARY RANGE

FY 2005-06
Revised June 7, 2005
With Additional 2.1% COLA for FY 2005-06
Effective July 1, 2005

Classification effective January 1, 2005

TITLE	JOB CLASSIFICATION		STEP 1	STEP 2	STEP 3	STEP 4	STEP 5
Admin. Services Director/Clerk of the Board	Exempt	Current	$4,992	$5,241	$5,502	$5,778	$6,068
Clerk of the Board/Office Manager	Exempt	Proposed	$4,754	$4,992	$5,241	$5,503	$5,778

ATTACHMENT B

STA
Solano Transportation Authority

DATE: December 2, 2005
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: FY 2004-05 4th Quarter Budget Report

Background:
In April 2005, the STA Board was presented with the financial report for the fiscal year through the 3rd Quarter indicating that the budget expenditures were within the approved budgets. The attached financial report reflects budget activities for the 4th Quarter ending June 30, 2005.

Discussion:
The financial report shows STA's revenue and expenditure activity through the fiscal year ending June 30, 2005.

The STA's FY 2004-05 total revenue for the 4th Quarter is $4.28 million (66%) of budget as shown in Attachment A. The revenue budget variance highlights are as follows:

- The revenue received for TFCA program was $319,862, 196% projected in the budget. This revenue allocation for FY 2004-05 is funded and eligible for expenditure over a three-year funding cycle; in some years revenue may be significantly more depending on the expenditure of projects programmed with prior year revenues.
- The total revenue for the DMV Abandoned Vehicle Abatement (AVA) program is $354,913 (105%) of budget due to more funding being available than anticipated.
- The North Connector project revenue from Transportation Congestion Relief Program 25.2 (TCRP) is $373,731 (68%) of budget.
- The I-80/680/780 Interchange project revenue from Transportation Congestion Relief Program 25.3 (TCRP) is $500,845 (27%) of budget. Both TCRP projects are funded over several years and are cost reimbursement projects.

Not all budgeted revenue for FY 2004-05 was realized, such as the budgeted revenue of $25,000 from Surface Transportation Program (STP) for the Jepson Parkway Concept Study Update that is waiting for the Environmental Impact Report (EIR) to be done; the Federal Transit Administration (FTA) 5310 program and STAF funding of $161,250 for the purchase of a new vehicle for the Solano Paratransit; and the Low Income Flexible Transportation (LIFT) funding revenue of $33,034 for the Rio Vista Van Pool Program that is waiting for the final MOU between the City of Fairfield and Rio Vista. These budgeted revenues are on an expense reimbursement basis and have been carried over to the FY 2005-06 budget.

The STA's FY 2004-05 total expenditures for the 4th Quarter is $4.34 million (67%) of budget. The expenditure budget variance highlights are as follows:

- Operations' total expenditure is $1.16 million (101%) of budget. The Operation's budget expenditure was 1% over budget due to increased expenditure activities from the development of the expenditure plan for the proposed Sales Tax Measure. The additional expenditure has been offset by budget savings in Strategic Planning.
- SNCI's total expenditure is $0.65 million (70%) of budget. The Rio Vista Van Pool Program budgeted for FY 2004-05 was not implemented and is now programmed for FY 2005-06.
- Project Development's total expenditure is $1.21 million (40%) of budget. The project expenditures were lower than budgeted expenditures due to the deferral of the Solano Paratransit van procurement to FY 2005-06 and the slower pace for expenditure of the TCRP-funded projects. The Project Management/Administrations' budget expenditure at 103% was due to project staff turnover and the higher cost for consultant services during this transition period.
- Strategic Planning's total expenditure is $1.31 million (96%) of budget. This includes the Fairfield/Vacaville Rail Station project expenditure of $144,512 (155%) of budget. The City of Fairfield has reimbursed STA $51,002 for this unbudgeted amount; and the TFCA program expenditure of $207,079 (127%) of budget was due to the carry forward of the prior year's program funding and is covered with the prior year TFCA revenue.

The revenue and expenditure for the fiscal year is consistent with the FY 2004-05 budget. The projects such as the purchase of a new vehicle for Solano Paratransit and the Rio Vista Van Pool Program are now programmed for FY 2005-06.

Recommendation:
Review and file.

Attachment:
A. STA 4th Quarter Financial Report

STA QUARTERLY FINANCIAL REPORT

ATTACHMENT A

Fourth Quarter FY 2004-05 (100% of Year)

July 1, 2004 through June 30, 2005

REVENUES

Operations	FY 04-05 Revised Budget	Revenue YTD	%
Interest	0	10,607	0%
FTA 5310	0	0	0%
AQMD/ECMAQ	3,000	0	0%
STP	847,006	718,740	85%
STIP	118,510	97,465	82%
TCRP 25.2	60,000	18,436	31%
DMV/AVA	11,000	5,000	45%
STIP-TAP	25,438	25,438	100%
TCRP 25.3	50,000	28,934	58%
Trails	3,000	2,734	91%
Gas Tax (Reserve Account)	30,000	30,000	100%
Gas Tax	231,285	231,285	100%
YSAQMD	16,000	0	0%
TDA Art. 4/8	373,753	373,753	100%
TFCA	452,237	237,213	52%
STAF	498,669	291,333	58%
LIFT	33,034		0%
CBO	51,420	1,419	3%
RIDES	355,000	354,674	100%
Other Revenue	0	132,833	0%
Sponsors	38,000	0	0%
Subtotal	*$3,197,352*	*$2,559,864*	*80%*
TFCA Programs			
TFCA	163,219	319,862	196%
Interest		7,317	0%
Subtotal	*$163,219*	*$327,179*	*200%*
Abandoned Vehicle Abatement			
DMV	339,000	354,913	105%
Interest		1,089	0%
Subtotal	*$339,000*	*$356,002*	*105%*
Jepson Parkway			
STIP	8,063	7,899	98%
STP	25,000	0	0%
Demo 1528	145,000	137,341	95%
Subtotal	*$178,063*	*$145,240*	*82%*
North Connector			
TCRP 25.2	553,000	373,731	68%
Subtotal	*$553,000*	*$373,731*	*68%*
Solano Paratransit			
			0%
			0%
Subtotal	*$0*	*$0*	*0%*
Solano Paratransit Capital			
FTA 5310	127,200	0	0%
STAF (match)	34,050	0	0%
			0%
			0%
Subtotal	*$161,250*	*$0*	*0%*
I-80/680/780 Corridor Study			
STP	50,000	17,114	34%
SP&R	0	0	0%
STIP (PPM)	0		0%
Subtotal	*$50,000*	*$17,114*	*34%*
I-80/680/SR 12 Interchange			
TCRP 25.3	1,843,000	500,845	27%
Subtotal	*$1,843,000*	*$500,845*	*27%*
TOTAL REVENUES	***$6,484,884***	***$4,279,975***	***66%***

EXPENDITURES

Operations	FY 04-05 Revised Budget	Actual Spent YTD	%
Operations Management/Administration	1,004,024	1,001,924	100%
STA Board of Directors	44,225	38,020	86%
Expenditure Plan	71,000	94,706	133%
Contributions to STA Reserve Account	30,000	30,000	0%
Subtotal	*$ 1,149,249*	*$ 1,164,650*	*101%*
SNCI			
SNCI Management/Administration	480,888	402,333	84%
Employer/Van Pool Outreach	19,000	12,463	66%
SNCI General Marketing	112,385	40,322	36%
Fall Campaign	20,000	9,716	49%
Bike to Work Campaign	15,000	14,655	98%
BikeLinks Maps	0	0	0%
Incentives	57,085	24,466	43%
Specialized City Services	3,000	3,000	100%
Guaranteed Ride Home Program	10,000	1,988	20%
Transit Management Administration	10,000	10,000	100%
Rio Vista Van Pool Program	29,734	0	0%
Community Based Transit Study	36,420	1,419	4%
Local Transit Studies	129,295	127,232	98%
Napa Van Pool Incentives	3,000	0	0%
Subtotal	*$ 925,807*	*$ 647,594*	*70%*
Project Development			
Project Management/Administration	178,160	182,820	103%
STIP Project Monitoring	11,100	10,100	91%
Paratransit Coordinating/PCC	42,000	8,788	21%
Traffic Safety Plan Update	10,000	5,356	54%
Union Ave/Main St. Feasibility Study	10,000	10,000	0%
Regional Impact Fee Feasibility Study	0	0	0%
SR 113 MIS/Corridor Study	0	257	0%
SR 12 Bridge Study	0	0	0%
SR 12 MIS Operational Strategy	10,000	9,027	90%
Jepson Parkway EIR	178,063	145,239	82%
North Connector PA/ED	553,000	355,848	64%
Solano Paratransit Capital	161,250	0	0%
I-80/680/780 Corridor MIS	50,000	17,114	34%
I-80/680/12 Interchange PA/ED	1,843,000	472,779	26%
Subtotal	*$3,046,573*	*$1,217,328*	*40%*
Strategic Planning			
Planning Management/Administration	305,350	277,689	91%
SolanoLinks Marketing	84,000	53,026	63%
General Marketing	32,000	20,670	65%
Events	30,000	15,647	52%
Model Development/Maintenance	128,139	128,139	100%
Solano County TLC Program	88,683	11,636	13%
Comprehensive Transportation Plan	0	0	0%
Countywide Pedestrian/Trails Plan	2,000	2,000	100%
Transit Consolidation Feasibility Study	0	0	0%
Oakland/Auburn Commuter Rail Study	37,354	30,526	82%
FF/VV Rail Station Design	93,510	144,512	155%
Route 30	25,000	25,000	100%
CMP Update/Regional Impact Fee Study	0	0	0%
SR 12 Transit Study	35,000	30,141	86%
Jepson Parkway Concept Plan Update	0	0	0%
TFCA Programs	163,219	207,079	127%
DMV Abandoned Vehicle Abatement	339,000	362,307	107%
Total Strategic Planning	***$1,363,255***	***$1,308,374***	***96%***
TOTAL EXPENDITURES	**$6,484,884**	**$4,337,946**	***67%***

DATE: December 2, 2005
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: STA Employee Benefit Summary Update

Background:
The STA Personnel Policies and Procedures Benefits Summary shows the current benefits for all full time employees and is approved annually by the STA Board. The STA Benefit Summary is annually updated to reflect changes on the health benefit premium effective the first of January and the holiday schedule for the new calendar year. The STA benchmark for its employee health benefit is the Kaiser premium rate.

Discussion:
The health benefit budget for FY 2005-06 reflects the annual anticipated premium rate increase. The Kaiser premium has increased by 10% starting January 2006. The STA offers the following choices of health providers, should an employee choose a health care provider with a higher premium rate, the employee is responsible for the additional premium cost above the Kaiser benchmark rate.

	FY 2005-06					
	July 2005 - December 2005			January 2006 - June 2006		
	1	2	3+	1	2	3+
BLUE SHIELD HMO	$389.96	$779.92	$1,013.90	$425.50	$851.00	$1,106.30
KAISER	$354.69	$709.38	$922.19	$389.38	$778.76	$1,012.39
WESTERN HEALTH AD	$322.47	$644.94	$838.42	$354.07	$708.14	$920.58
PERS CARE	$619.93	$1,239.86	$1,611.82	$680.43	$1,360.86	$1,769.12
PERS CHOICE	$369.71	$739.48	$961.32	$766.00	$1,198.00	$1,413.00

The holiday schedule is updated annually on a calendar basis to inform the public when the STA office will be closed for business; no change is made on the number of paid holiday benefits.

Recommendation:
Review and file.

Attachments:
A. Employee Benefit Summary
B. Holiday Schedule 2006

SOLANO TRANSPORTATION AUTHORITY
Employee Benefit Summary

TERM
This summary shall remain in effect until amended by board Action.

SALARY
Salary schedule is recorded in appendix A.

WORKWEEK
The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA), Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive director may establish flexible work schedules in order to meet the needs of the agency and the employee's job responsibilities.

RETIREMENT
PERS

Employees are covered under the Public Employees Retirement System. Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Miscellaneous employees shall be covered under 2% @ age 55 modified formula. Retirement allowance benefits shall be calculated under the 36 highest paid consecutive months. The 1959 Survivor's Benefits shall be at the Third (3rd) Level. The employee is responsible for paying the $2.00 contribution for the 1959 Survivor's Benefit.

401(a) PROGRAM

Employees are covered under a 401(a) plan. The employee shall contribute a total of 3.8% of salary and STA shall contribute 6.2% of salary.

SOCIAL SECURITY

Effective July 1, 1997, employees will no longer be covered under Social Security, however the medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

HEALTH & WELFARE
STA to contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount.

HEALTH INSURANCE

STA shall contribute an amount equal to the Kaiser rate. Premium contributions shall be based on the number of eligible dependents enrolled on the employee's plan.

The amounts as of 01/01/06 are as follows:

Employee Only	$389.38
Employee Plus One Dependent	$778.76
Employee Plus Two or More	$1,012.39

DENTAL INSURANCE

STA shall contribute a maximum of $96.00 for employee plus family for dental coverage.

VISION INSURANCE

STA shall contribute a maximum of $8.68 for employee and $18.76 for family for vision coverage.

LIFE INSURANCE

STA provide a monthly premium of $9.00 sufficient to maintain $50,000 basic life insurance.

LONG TERM DISABILITY

STA to provide an LTD plan to cover all employees. The plan shall include a 30 day waiting period. 60% of the first $3,333 of earnings, 5 year + ADEA maximum benefit period.

HOLIDAYS

Paid holidays include the following:

New Year's Day
Martin Luther King's Birthday
President's Birthday
Memorial Day
Independence Day
Labor Day
Columbus Day
Veteran's Day
Thanksgiving Day
Day after Thanksgiving Day
4 Hours Christmas Eve*
Christmas Day
4 Hours New Year's Eve*

Two floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for two floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for one floating holiday.

VACATION

Employees shall receive:

0-5 years = 10 days
5-10 years = 15 days
11 years = 16 days
12 years = 17 days
13 years = 18 days
14 years = 19 days
15+ = 20 days
Bonus time for 5 and 15 years of service - 5 days lump sum credit.
Maximum accumulation 320 hours.

SICK LEAVE

12 days accrual per year and unlimited accrual. Employees may be required to provide a doctor's note for absences, which are more than three days in length, more than five day in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual buyback program. Eligible employees electing to participate shall be paid in February. The annual program is as follows: Employees with 30 days of sick leave balance who use less than 4 of 12 days earned can elect to receive 50% of the unused portion earned in that year in cash.

BEREAVEMENT LEAVE

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

AT-WILL EMPLOYMENT

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

Solano Transportation Authority

HOLIDAY SCHEDULE 2006

Monday	**January 2**	**2006**	**New Year's Day Observed**
Monday	**January 16**	**2006**	**Martin Luther King's Birthday**
Monday	**February 20**	**2006**	**Presidents' Day**
Monday	**May 29**	**2006**	**Memorial Day**
Tuesday	**July 4**	**2006**	**Independence Day**
Monday	**September 4**	**2006**	**Labor Day**
Monday	**October 9**	**2006**	**Columbus Day**
Friday	**November 10**	**2006**	**Veterans' Day**
Thursday	**November 23**	**2006**	**Thanksgiving Day**
Friday	**November 24**	**2006**	**Day After Thanksgiving Day**
Sunday	**December 24**	**2006**	**Christmas Eve** **Additional 4 hours accrued 7-1-06**
Monday	**December 25**	**2006**	**Christmas Day Observed**
Sunday	**December 31**	**2006**	**New Year's Eve** **Additional 4 hours accrued 7-1-06**

Please Note: Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. Employees hired between July and December shall receive credit for three floating holidays, Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holidays. ***If Christmas Eve and New Year's Eve fall on a Friday, Saturday or Sunday, an additional eight (8) hours of vacation shall be credited on July 1st.**

STA
Solano Transportation Authority

DATE: November 30, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: Human Resource Consultant Salary and Benefit Survey

Background:
The STA's Personnel Services functions have not been comprehensively assessed or significantly modified since the STA separated from the County of Solano in 1996 and retained independent staff. Based on discussions with STA Legal Counsel and City of Vacaville Personnel Department staff, staff recommended the STA conduct an independent assessment of its Personnel Services functions, policies and procedures, and personnel system. In February 2005, the STA Board authorized staff to retain consultant services to initiate a salary and benefits survey, of similar sized and tasked transportation and public agencies, to help guide future consideration of modifications to compensation ranges and benefits by the STA Board.

Discussion:
In June 2005, a Request for Proposal (RFP) was distributed and the selection process has been completed. Koff and Associates, Inc. of San Ramon, California, was selected to undertake the salary and benefit survey; assessment of the personnel functions, policies and procedures, and personnel system.

A draft set of Benefit Data Information to be collected, the STA Benchmark Classifications Total Compensation Study, and the Market Compensation Comparator agencies have been developed to serve as a guide to conduct the salary and benefit survey to be undertaken by Koff and Associates. These have been reviewed and are recommended for approval by the STA Board's Executive Committee.

Recommendations:
Approve the Comparator Agencies and Benefit Data to be collected.

Attachments:
A. Benefit Data Information to be collected.
B. Benchmark Classifications Total Compensation Study.
C. Market Compensation Comparator Agencies.

Solano Transportation Authority

Benefit Data Information to be collected

Benefit data elements for a total compensation study normally include at least the following (which are generally available to all staff in a specific job classification):

Monthly Salary – The top of the normal, published salary range. All figures are presented on a monthly basis.

Employee Retirement – This includes two figures: the amount of the employee's State (PERS) or other public retirement contribution that is contributed by the agency and the amount of the agency's Social Security contribution.

We will also identify the amount of dollars that each agency spends to fund enhanced PERS benefits.

Insurance – This is the maximum amount paid for employees and dependents for a cafeteria or flexible benefit plan and/or health, dental, vision, life, long-term, short-term disability and employee assistance insurance. We will inquire about benefit caps and how determined. We will also indicate carrier benchmarks used, if any.

Leave – Other than sick leave, which is usage-based, the amount of days off for which the agency is obligated. All days will be translated into direct salary costs.

Holidays – The number of holidays (including floating) available to the employee on an annual basis.

Vacation – The number of vacation days available to all employees after five years of employment.

Administrative/Personal Leave – Administrative leave is normally the number of days available to management staff to compensate for the lack of payment for overtime. Personal leave may be available to other groups of employees to augment vacation or other time off.

Automobile – This category includes either the provision of an auto allowance or the provision of an unmarked auto for personal use.

Deferred Compensation – This is any deferred compensation provided to all members of a classification without the requirement for an employee to provide a matching or minimum contribution.

Longevity – We will track any percentage salary increases or flat lump sum amounts each employee receives after a certain number of year of service.

Commuter Vouchers – We will inquire as to whether this benefit is paid to all in a class at comparators.

Flexible Spending Plans (Sec 125) – We will inquire as to whether the agency provides a flexible spending plan for employees.

Other – Other compensation available to all members of a classification that is not identified above.

Solano Transportation Authority

Benchmark Classifications Total Compensation Study

- Executive Director
- Assistant Executive Director/Director of Planning
- Director of Projects
- Director of Transit and Rideshare Services
- Project Engineer (Future Position)
- Financial Analyst/Accountant
- Clerk of the Board/Office Manager
- Administrative Assistant
- Assistant Project Manager
- Marketing and Legislative Program Manager
- Program Manager/Analyst
- Senior Planner (Future Position)
- Associate Planner
- Planning Assistant
- Accounting Assistant
- Commute Consultant

Solano Transportation Authority

Market Compensation Comparator Agencies

- Alameda County Transportation Improvement Authority
- Alameda County Congestion Management Agency
- California Department of Transportation
- City of Fairfield
- City of Vacaville
- City of Vallejo
- City of Suisun
- County of Solano
- Contra Costa Transportation Authority
- Metropolitan Transportation Commission
- Napa County Transportation Planning Agency
- Sacramento Regional Transit District
- Sacramento Area Council of Governments
- Solano County Water Agency

STA
Solano Transportation Authority

DATE: December 1, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano-Napa Countywide Travel Demand Modeling Agreements with the Consultant and City of Fairfield

Background:
In 2002, the STA conducted a request for proposals for a modeling consultant to prepare a new multi-modal travel demand model. DKS Associates was selected and has now developed the new Solano-Napa Travel Demand Model (Phase 1 traffic) using a new program called "Cube." On January 18, 2005, the consultants submitted the "Solano-Napa Model Development Final Report" providing an overview of the model structure along with the methods and results to calibrate and validate the model. The new model was approved by the STA Board on February 9, 2005. Since then the model has been tested by the consultant and accepted by the I-80/I-680/SR 12 project development team and Caltrans during the summer of 2005 for use on the interchange project environmental documents. A revised model validation and consistency memorandum has recently been submitted to the Metropolitan Transportation Commission (MTC) by DKS Associates in accordance with MTC's modeling requirements.

Since the STA prepared it's first Congestion Management Program (in 1991), the STA has been maintaining the Countywide Traffic Model through Ken Harms, traffic modeler for the City of Fairfield. When the new Solano-Napa Multi Modal Travel Demand model was developed by DKS Associates, Ken Harms and the Modeling Subcommittee of the TAC, provided significant input and technical recommendations. On March 10, 2004, the STA Board approved the last modeling contract with the City of Fairfield to provide on-going modeling services for FY year 2003-04 and 2004-05 and three additional optional years (if determined needed by the Executive Director and subject to budget authority for each optional year). Previous annual modeling contracts provided $25,000 for FY 1992 through FY 2001, $35,000 for fiscal years FY 2002 and FY 2003, and $80,000 for FY 2004 and FY 2005. The annual contract amount has been negotiated each time and has varied based upon expected workload, projected model runs and budget authority approved by the STA Board.

While DKS Associates was developing the new model, Ken Harms continued to conduct special modeling runs using the prior model (i.e. Dixon Downs, Jepson Parkway, North Connector and Jamison Canyon projects). Recent special runs have also been conducted for the Bordoni project in the City of Vallejo (prepared by DKS Associates), and the special runs conducted for the City of Rio Vista (Riverwalk and Del Rio Hills), prepared by Ken Harms.

The STA is responsible for maintaining the model and making it available to member agencies and other governmental entities (e.g. Caltrans) based on policies established in the Solano Congestion Management Program. Any fundamental modifications or alterations to the model are subject to approval by the STA Board.

The model includes existing and projected jobs and housing units based on the Association of Bay Area Governments Projections 2003. Adopted general plans from each of the eight STA member jurisdictions were used to designate locations of proposed jobs, housing units and roadways. The model can forecast traffic volumes and levels of service (LOS) out to the year 2030. It is not intended to duplicate local city models, but primarily forecasts traffic volumes on major intercity roadways (i.e. all freeways, highways, arterials and major collectors) having countywide significance. The countywide model and the city models are intended to complement each other and have a common, consistent database to project traffic volumes to all parts of the county and region.

The new Travel Demand Model was developed for projects and corridors in both Solano and Napa counties. In addition to incorporating all of the zones and basic land use and network data from MTC's nine-county "Baycast" regional model, it now includes Sacramento Area Council of Governments (SACOG) and San Joaquin Council of Governments regional models. Incorporating all three regions helps to provide the most reliable projections, particularly at the eastern and northern gateways of Solano County (i.e. S.R. 12 in Rio Vista and I-80 in the Dixon to Vacaville area).

The new model is intended to have a greater ability to project all modes of travel demand including HOV lanes, bus, rail and ferry. The core jobs and housing unit data and projections developed in the new model could also eventually be incorporated into the future geographical information system (GIS) that will be developed by the STA in partnership with other local agencies. The new model will also be making forecasts based on existing and projected person trips (based on all travel modes – auto, bus, rail, ferry, carpools/vanpools) as well as the number of jobs expected during the 25 year model timeframe.

MTC and SACOG, in partnership with the STA, Yolo, Sacramento and Placer Counties were successful in obtaining a 2005-06 State Partnership Planning grant for $300,000 to conduct a study entitled: "Smarter Growth Along the I-80 Capitol Corridor." The major goal of the study. is to "maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution and maximizes travel in alternatives to single occupant vehicles..." The study includes a $70,000 task (Task 2) to provide the multi-modal Phase 2 component of the Solano-Napa Travel Demand Model (i.e. bus, ferry, rail, High Occupancy Vehicles (HOV), bicycle and pedestrian mode choices).

Discussion:
For various on-going planning and project development activities, the STA will continue to require on-going modeling services to run and maintain the model. This will include on-going model maintenance and conducting special modeling runs for various project development activities. An agreement with the City of Fairfield for Ken Harms, modeler, to continue to provide and conduct various special modeling runs appears to be the best way to meet STA's on-going modeling needs.

During the past two years, there has been an extensive amount of modeling work completed by the STA and Ken Harms in support of the STA's priority projects, particularly the many hours of work necessary to complete the traffic forecasts that were instrumental in completing modeling for the I-80/I-680/I-780 Corridor Study, North Connector, Jepson Parkway and SR 12 West (Jameson Canyon). The previous agreement authorized up to 1,000 hours of modeling work by Ken Harms each fiscal year.

The previous modeling contract with the City of Fairfield expired on June 30, 2005. Three additional potential optional years (e.g. 2005-06, 2006-07 and 2007-08) were also authorized by the STA Board on March 10, 2004 when the last modeling contract was authorized. Based on a proposed $65,000 for each of the next two fiscal years, a new proposed scope of work has been prepared (Attachment A). It assumes that the resources for approximately one-third of the modeler's available work time, or about 700 hours of time commitment each fiscal year (2005-06 and 2006-07) would be provided. An additional optional third year (2007-08) is also proposed to be included in the new contract for $65,000, subject to future additional budget authority from the STA Board. The proposed agreement would reduce the annual contract amount from $80,000 to $65,000 but would also reduce the hours of modeling work from 1,000 hours a year to 700 hours a year to compensate for the decrease in funding.

Recently, the Metropolitan Transportation Commission (MTC) secured a grant for the "Smarter Growth along the I-80/Capitol Corridor" study. As part of that grant, $70,000 of resources will be made available to develop the Solano-Napa Travel Demand Model (Phase 2 transit component) and to allow the STA to better incorporate alternative modes of transportation in its modeling projections.

The total cost estimate of the Phase 2 model work is estimated to be $100,000. To provide the full $100,000 STA estimates will be needed to complete the Phase 2 model, a $70,000 funding agreement with MTC is proposed over two fiscal years between STA and MTC. Caltrans has indicated that they would allow STA to conduct the Phase 2 Transit Modeling work under a subrecipient agreement with MTC. STA would agree to comply with all federal bidding, contracting and audit requirements contained in the overall planning grant agreement between MTC and Caltrans. In return, MTC would provide $70,000 of federal funds from the grant to match STA's $30,000 of local funds. STA will hire a modeling consultant to complete Phase 2 of the model.

On November 30, 2005, both the SolanoLinks Transit Consortium and the STA TAC unanimously supported the recommendation for this item.

Preliminary scopes of work for both with City of Fairfield and the Phase 2 Modeling Funding Agreement are attached.

Fiscal Impact:
$80,000 of modeling services each year was included in both the FY 2005-06 and FY 2006-07 STA budgets. Annual modeling funds are provided from the Transportation Development Act ($60,000) and the Napa County Transportation Planning Agency ($20,000).

Recommendation:
Authorize the Executive Director to:

1. Enter into a modeling services contract for up to a total of $130,000 with the City of Fairfield for specified modeling runs and services for FY 2005-06 and FY 2006-07 as described in Attachment A (maximum of $65,000 each fiscal year), with an additional optional year for up to $65,000 for FY 2007-08; and
2. Enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to obtain $70,000 of federal planning grant funds (combined with up to $30,000 of STA's local matching funds) to complete the new Solano-Napa Travel Demand Model (Phase 2 transit component) as part of the "Smarter Growth along the I-80/Capitol Corridor" study; and
3. Issue a Request for Proposals for modeling services, select a consultant and enter into an agreement to complete Phase 2 of the new Solano-Napa Travel Demand Model as described in Attachment B at a cost not to exceed $100,000.

Attachments:

A. Proposed Scope of Work for Solano – Napa Countywide Travel Demand Model Agreement with City of Fairfield.
B. Proposed Scope of Work for Funding Agreement with the Metropolitan Transportation Commission to complete the Solano-Napa Travel Demand Model (Phase 2 transit component).

Exhibit A

Solano Countywide Travel Demand Model Agreement with City of Fairfield Proposed Scope of Work for 2005-06 and 2006-07 (and Optional Year 2007-08)

Subject to input from the Solano Napa Modeling Subcommittee and final approval by the STA Executive Director and staff, the consultant shall provide 700 hours of service per fiscal year for various travel demand modeling services using the Solano Napa Travel Demand Model for the following tasks to be completed during 2005-06, and 2006-07 (and an optional year for 2007-08):

1. **Model Maintenance**
   Provide on-going model maintenance activities for the Solano Napa Travel Demand Model as required by the STA, STA member agencies, NCTPA, MTC, and Caltrans. Activities shall include such activities as incorporating new jobs and housing units as projected in ABAG's Projections 2005 (and later Projections 2007), incorporating updated traffic counts as they become available, validating the model revisions to meet the requirements of MTC and Caltrans, and attending and participating in the Solano Napa Model Subcommittee and modeling meetings for the "Smarter Growth along the I-80/Capitol Corridor" study.

2. **Designated Modeler**
   The City of Fairfield shall designate Ken Harms, modeler, assign him to work directly with STA staff and consultants and shall conduct STA modeling activities as a priority. Ken Harms shall meet with STA staff on at least a quarterly basis to set priorities for the current and following quarters. Monthly or quarterly invoices (at the latest) shall be submitted to the STA itemizing all hours and activities spent on STA/NCTPA modeling activities. If Mr. Harms is not available to work on priority activities related to the model for any extended period of time (i.e. more than a two week period), then the contract may be terminated at any time by either party with 14 days written notice to the other party.

3. **Special Modeling Runs**
   Complete special modeling runs or "what if" scenarios for approximately 8-10 projects or studies each fiscal year as required for the proposed sales tax measures for Solano and Napa counties, the I-80/680/780 Corridor Study and Cordelia Truck Scales prioritization and implementation activities; EIS/R's, corridor studies and project study reports for the North Connector and State Route 12 (Jamieson Canyon and the SR 12 Realignment and Rio Vista Bridge Study/ Major Investment Study update); SR 29/12 and SR 12/29/221 interchanges, Jepson Parkway, SR 113 Major Investment and Corridor Study, the Turner Overcrossing/I-80 HOV lane project and the Church Road/SR 12 intersection, and the 2007 Solano Congestion Management Program, Solano Comprehensive Transportation Plan and Napa Strategic Plan updates.

4. **Graphics**
   Prepare graphics illustrating existing and projected traffic volumes and levels of service for 2000, 2005, 2010, 2015, 2020, 2025, 2030 and 2035 (when regional and local data is available) for both Solano and Napa counties.

5. **Technical Reports**
   Submit reports as required to the Solano Transportation Authority (STA), Napa County Transportation Planning Agency (NCTPA), Caltrans and the Metropolitan Transportation Commission (MTC) including all major findings, validations, calibrations and projections of any substantial revisions to the Phase 1 Model. Incorporate any necessary technical changes requested by MTC, Caltrans, or STA in accordance with the "MTC's CMP Traffic Modeling Consistency Checklist" and other accepted modeling standards and practices of Caltrans, FHWA and other state, federal, regional and local agencies.

6. **Support to STA and NCTPA Boards and Committees**
   Provide support assistance to the STA and NCTPA staff as part of presentations on the major findings of the model to the STA TAC and NCTPA TAC, Modeling Subcommittee, Arterials, Highways and Freeways Committee, Transit Committee, Alternative Modes Committee, citizen committees and STA Board.

7. **Input on Phase 2 Transit Model**
   Assist the STA, MTC and its consultants provide input for the new a multi-modal travel demand model (Phase 2) model.

8. **Microsimulation Model Program**
   Purchase, develop and use a micro-simulation modeling program (i.e. VISSIM) for the STA, NCTPA, member agency modelers and partnership agencies.

9. **Hard and electronic copy of all technical data files**
   No substantial changes to the base model shall be made without STA and NCTPA Board approval. The modeler shall provide STA, NCTPA, Caltrans and MTC with a complete hard copy and electronic copy of all technical data files of the any proposed model updates including but not limited to existing and projected housing units and jobs, mode split, existing and projected traffic volumes, traffic analysis zones, gateway volumes, method of validation, and other related data files for review by the STA TAC, NCTPA TAC, Solano Napa Model TAC and approval by the STA Board and NCTPA Board.

Exhibit B

Proposed Scope of Work for Subrecipient Agreement with the Metropolitan Transportation Commission (MTC) for $70,000 of Federal Funding to complete Task 2 "Smarter Growth Study along the I-80/Capitol Corridor" Study and to prepare the Solano-Napa Travel Demand Model (Phase 2 Transit Component)

Subject to input from the MTC and final approval by the STA Executive Director and staff, STA will enter into a funding agreement with MTC to obtain a qualified modeling consultant to prepare the Solano-Napa Travel Demand Model (Phase 2 Transit Component) to the year 2030 (or 2035 if data is available) as part of the "Smarter Growth along the I-80/Capitol Corridor" for $70,000 study of federal funds including the following major tasks:

1. **Develop Final Transit Network**
   Based upon work already completed as part of the Solano-Napa Travel Demand Model (Phase 1) prepared using the "Cube" program, check the transit routing and frequencies before the transit calibration begins.

   Bus, rail, ferry, bicycle, pedestrian services and facilities will also need to be included as separate networks for each alternative mode. The consultant will need to contact each transit operator and the Solano Napa Commuter Information (SNCI) Program (i.e. bus, carpool/vanpools, Baylink Ferry and Capitol Corridor) to obtain ridership and mode of access information of any kind (including park and ride lot utilization).

   Deliverable: Final transit network plots

2. **Prepare Phase 2 Calibration of Highway and Transit Element**
   Revisit the overall transit and alternative modes forecasting targets of the model. Utilize all additional and current survey and census data on mode shares for comparison.

   Develop a method to provide the most optimum method for assigning multiple transit paths between the counties and cities based on mode type. Consider using a route/mode allocation method using trip tables, weights, and perhaps even quality and reliability of service. Incorporate possible "pivot point" methods for a number of transit studies, based on existing transit ridership and market sizes, with elasticities assigned to changes in travel time, cost, connectivity and reliability.

   Deliverable: Memo describing calibration approaches and findings

3. **Prepare Phase 2 Highway, Transit and Other Alternative Mode Forecasts for Horizon Years**
   Based on feedback from the calibrated transit model, prepare the revised Highway and Transit forecast for horizon years including 2005, 2010, 2015, 2020, 20025, 2030, and 2035. Incorporate the most current set of ABAG and MTC travel behavior assumptions. This may require another round of land use and transportation project assumptions to be reviewed by local STA and NCTPA jurisdictions.

   Deliverable: Draft model forecast results

4. **Refine Phase 2 Model and Prepare Final Forecasts**
Once the draft final forecasts are provided, the consultant will provide an additional round of local review and comments, and then produce the final model forecasts.

Deliverable: Final model forecast results

5. **Submit Final Model Documentation**
Once the forecasts have been deemed acceptable, the final documentation will be developed and submitted by the consultant. The documentation will include a summary of inputs, model logic, interim model run comparisons at the trip distribution and mode choice stages, and final comparisons to actual transit, highway, carpool/vanpool, bicycle and pedestrian volumes.

Deliverable: Report – Documentation of Phase 2 Model

6. **Provide "What if" Modeling Scenarios for the "Smarter Growth along the I-80/Capitol Corridor" Study**
As part of the consultant team for the "Smarter Growth Study along the I-80/Capitol Corridor", develop three "what if" modeling scenarios and a technical report to help determine what type of transportation investments and land use changes would make the most significant differences for decreasing the growth rate of traffic congestion and increasing alternative mode ridership along the I-80 corridor including bus, rail, ferry, carpool/vanpool, bicycle and pedestrian mode choices.

Deliverable: Report on results and recommendations of the "what if" modeling scenarios prepared for the "Smarter Growth Study along the I-80/Capitol Corridor"

7. **Provide Input on the Task 5 of "Smarter Growth along the I-80/Capitol Corridor" Study to Evaluate and Analyze Alternative Land Use Scenarios along the I-80/Capitol Corridor**
By September 2006, provide input on the development of Task 5 of the "Smarter Growth along the I-80/Capitol Corridor" study and assist in developing and analyzing alternative land use scenarios.

Deliverable: Review and provide input on Task 5 of the "Smarter Growth along the I-80/Capitol Corridor" study to evaluate and analyze alternative land use scenarios along the corridor.

STA
Solano Transportation Authority

DATE: December 1, 2005
TO STA Board
FROM: Robert Guerrero, Associate Planner
RE: Solano Bicycle Pedestrian Program Guidelines and Criteria

Background:
The Solano Bicycle Pedestrian Program (SBPP) Guidelines are intended to assist in determining how Transportation Development Act (TDA) Article 3 and Solano Transportation Authority's (STA) County Bicycle and Pedestrian federal funds will be recommended for bicycle and pedestrian projects by both the Solano Bicycle Advisory Committee (BAC) and Solano Pedestrian Advisory Committee (PAC), and the STA TAC, and allocated by the STA Board. Staff has worked with both committees to develop guidelines and criteria for the SBPP program. On July 28, 2005 a PAC working group met to provide input on the draft SBPP Guidelines. A separate working group consisting of a couple members from the BAC and PAC met on September 30, 2005 to develop draft criteria to evaluate SBPP projects. In October 2005, the BAC and PAC met separately to review the SBPP Guidelines and Criteria. Both committees were attended by staff from the STA's Technical Advisory Committee (TAC) including Paul Wiese from Solano County, James Loomis from the City of Vacaville, and Taner Aksu from the City of Vallejo. After incorporating input from staff of the TAC, the BAC and the PAC made a separate recommendations for the STA Board to approve the SBPP Guidelines and Criteria.

Discussion:
The SBPP Guidelines and Criteria will be a key resource for the BAC and PAC in making project recommendations to the STA Board for designated countywide bike and pedestrian program funds (i.e. TDA Article 3 and County Bicycle and Pedestrian Program). Based on the STA Board action on October 12, 2005, the proposed draft guidelines and criteria reflect the BAC/PAC committee's desire to remain flexible to local projects by not placing a rigid requirement for Tier 1 and Tier 2 projects. The working group recommended that a natural break between project scores would divide projects into Tier 1 and Tier 2 (see examples of natural breaks in Attachment C). The guidelines also include a policy to ensure that at least 1/3 of available TDA Article 3 and County Bicycle/Pedestrian funds go toward pedestrian improvement projects and 2/3 of available funds go towards bicycle projects.

A few concerns that were addressed in the final draft guidelines and criteria included clarifying the SBPP's 'Access' and 'Community Participation' criteria. The following changes were incorporated in underlined italics format:

"Access: Project is specifically designed to significantly improve access to a destination *and/or planned/existing link*.

Community Participation: Project has strong documented community, neighborhood, *and user group* participation. Letters ~~of support~~ or minutes indicating actions taken by communities, neighborhood groups, *user groups*, or countywide committees ~~in support of the project~~ are provided."

Another concern was raised regarded the flexibility of allocating 75% of SBPP funds towards Tier 1 projects and 25% of SBPP funds towards Tier 2. The BAC and PAC addressed this by incorporating a general statement to read, "Not more than 25 percent *should* be recommended per year for Tier 2 projects." This will give the committees the flexibility of recommending an allocation of more than 25% if needed.

Attached is the draft version of the SBPP Guidelines and Criteria as recommended by the BAC and PAC. Upon adoption by the STA Board, the guidelines and criteria will be used to evaluate projects for the SBPP 3-Year Bike/Ped Implementation Plan. The new 3-year plan is similar to the previous 5-Year TDA Article 3 Bike/Ped Plan and is described in detail in Attachment A (Draft SBPP Guidelines and Criteria). The projects identified in the first year of the 3-year plan will be recommended for available bike/pedestrian funds (see Attachment B for anticipated funding for FY 2006-07 to FY 2008-09). The remaining two years in the 3-year plan will have projects conceptually approved and will be confirmed for approval when the projects come to year one of the 3-year plan (subject to further information and committee input). Projects included in the remaining two years will usually move to the top of the list as the 3-year plan is revised annually to include additional projects or to delete completed projects.

The STA Technical Advisory Committee (TAC) reviewed this item at their November 30, 2005 meeting and unanimously agreed to forward a recommendation for the STA Board to approve the SBBP Guidelines and Criteria.

Fiscal Impact:
None.

Recommendation:
Approve the following:

1. Adopt the Solano Bicycle and Pedestrian Program (SBPP) Guidelines and Criteria.
2. Issue a call for the SBPP Program's 3-Year Implementation Plan (including TDA Article 3 and County Bicycle Pedestrian Program funds for FY 2006-07 through FY 2008-09).

Attachments:

A. Solano Bicycle and Pedestrian Program (SBPP) Guidelines and Criteria
B. Estimated SBPP Funding for FY 2006-07 to FY 2008-09
C. Example of Natural Breaks

Solano Bicycle and Pedestrian Program Fund Guidelines

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 Bicycle and Pedestrian Program (SBPP) 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 evaluation criteria.

   Tier 2 – The next level of priority projects listed in the Countywide Bicycle Plan and Countywide Pedestrian Plan based on evaluation criteria.

   Based on a natural break in project criteria scores, the BAC and PAC will divide their priority projects into Tier 1 and Tier 2 categories.

3. The 3-year Implementation Plan will function as a guide for SBPP 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 PAC shall confirm their top priority projects for the next 3 years of SBBP funding.

5 The BAC and PAC will meet jointly to develop their recommendations for the Solano Transportation Authority (STA) Board of Directors to allocate SBPP funds. SBPP 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 should 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.

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.

Draft Evaluation Criteria & Scoring for Selecting Projects for SBPP Funds

Focus Area	Ranking and Description	Points
Safety and Access		
Gap closures in pedestrian facility or regional bicycle network serving mobility needs Addresses barrier[1] to completing trip	High: Project provides means to overcome a barrier (e.g. bridge over freeway, expressway, or rail line) or eliminates a gap (e.g. a new bike lane or a new sidewalk in a corridor without facilities) where no nearby facility exists.	8-10
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	4-7
	Low: Project extends an existing pedestrian facility or regional bicycle route (e.g. bike lane or sidewalk), working towards a gap closure, but not eliminating it.	0-3
Access to schools, transit, lifeline transit[2] or to/within activity center	High: Project is specifically designed to significantly improve access to a destination and/or planned/existing link. Project will be within ¼ mile (pedestrian facility) or ½ mile (bike facility) in actual walking/biking distance from destination and/or planned/existing link.	8-10
	Medium: Project will generally enhance access to a destination and/or planned/existing link. Project will be within ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination and/or planned/existing link.	4-7
	Low: Project improves upon limited existing access. Project will be beyond ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination and/or planned/existing link.	0-3
Safety for all groups of bicyclists and pedestrians	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure.	8-10
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	4-7
	Low: Project will generally improve safety, even though there are no known problems.	0-3

[1] Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams, etc. A substandard or deficient facility is generally considered a "medium" gap.

[2] Lifeline transit serves low-income, transit-dependent communities.

Scoring Basis for Prioritization Factors cont.

Focus Area	Ranking and Description	Points
Quality of Life		
Health Benefits of walking and biking	High: Project creates extensive and attractive opportunities for all groups to improve their health by biking or walking (e.g., pedestrian path near high density housing, a well-lit and sheltered bike path)	5-3
	Med: Project creates some and attractive opportunities for all groups to improve their health by biking or walking (e.g., pedestrian path near high density housing, a well-lit and sheltered bike path)	2-1
	Low: Project does little to create attractive opportunities for all groups to improve their health by biking or walking (e.g., pedestrian path near high density housing, a well-lit and sheltered bike path)	0
Reduction of vehicle usage by offering alternatives	High: Project sponsor is able to project heavy usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	5-3
	Med: Project sponsor is able to project moderate usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	2-1
	Low: Project sponsor is able to project minimal usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	0
Design Aspects from Bike/Ped plans or advisory committees followed[1]	High: Project uses design recommendations from both the Bicycle/Pedestrian plan and recommendations given by the BAC/PAC.	5-3
	Med: Project uses some design features recommended in the Bicycle/Pedestrian plan and some recommendations given by the BAC or PAC.	2-1
	Low: Project uses design features not found in either the Bicycle or Pedestrian plans and ignores recommendations from the BAC or PAC.	0

[1] Criteria in gray are only used in the last round of evaluation, prior to funding recommendations.

Focus Area	Ranking and Description	Points
Implementation		
Community Participation for the project	High: Project has strong documented community, neighborhood, or user group participation. Letters OR minutes indicating actions taken by communities, neighborhood groups, user groups, or countywide committees are provided. Projects are included in a local or community-based plan.	5-3
	Med: Project has some community, neighborhood, or user group participation. Projects are included in a local, county or community-based plan.	2-1
	Low: Community outreach will be completed as part of the project, but little or none done to date.	0
Long-term plans and policies of the project as part of the bike/ped system	High: Project sponsor has adopted a long-term plans and policies consistent with the Solano Countywide Bicycle and Pedestrian Plans with both BAC or PAC support.	5-3
	Med: Project sponsor is developing a long-term plan for a continuous bike/ped system while obtaining BAC or PAC input.	2-1
	Low: Project sponsor has not worked towards a long-term plan for a continuous bike/ped system with neither BAC nor PAC support.	0
Cost/Benefit calculations[1] used by BAAQMD	High: Cost per ton of total ROG, Nox, and weighted $PM_{2.5}$ reduced is less than $60,000.	5-3
	Med: Cost per ton of total ROG, Nox, and weighted $PM_{2.5}$ reduced is between $60,000 and $90,000.	2-1
	Low: Cost per ton of total ROG, Nox, and weighted $PM_{2.5}$ reduced is greater than $90,000.	0
Strategically Funded Project Other Funds, with a copy of local resolution[2]	Project can commit over 35% of total project cost from other sources.	5
	Project can commit 30% to 34.9% of total project cost from other sources.	4
	Project can commit 25% to 29.9% of total project cost from other sources.	3
	Project can commit 20% to 24.9% of total project cost from other sources.	2
	Project can commit 15 to 19.9% of total project cost from other sources.	1
	Project cannot commit other fund sources	0

3-Year Long-Term Criteria (omits funding/design criteria) **(45 Points)**
Complete Criteria (includes grayed funding/design criteria) **(65 Points)**

[1] Calculations are based on the Bay Area Air Quality Management District's Transportation for Clean Air Program's Cost-Effectiveness criteria.
[2] If applicable, required federal funding local match of 11.47% will be included.

Estimated SBPP Funding for FY2006-07 to FY2008-09

Fiscal Year 2006/07

Estimated Funding	TDA Article 3 Fiscal Year 006/07	$302,075
	Total	**$302,075**
Mode Funding Split	Bicycle Advisory Committee(67%)	$202,390
	Pedestrian Advisory Committee (33%)	$99,685

Fiscal Year 2007/08

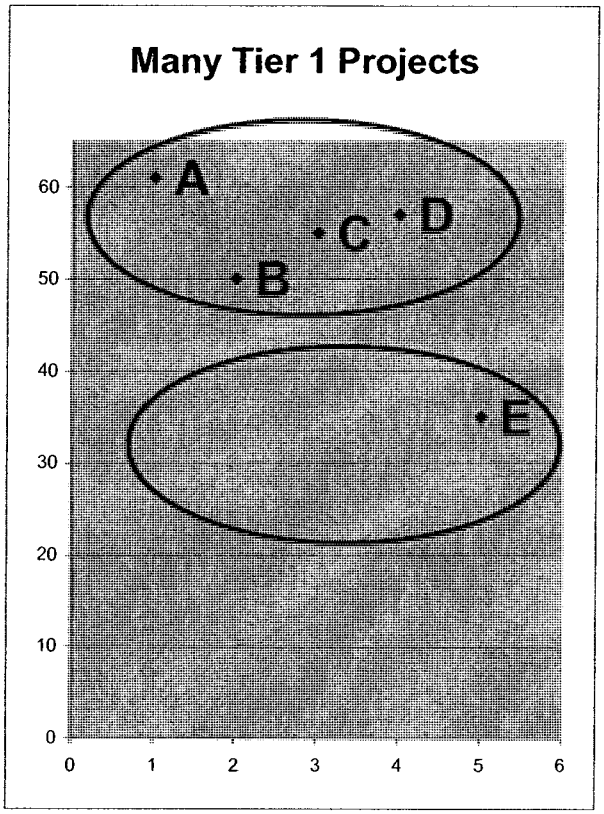
Estimated Funding	TDA Article 3 Fiscal Year 007/08	$319,060
	Solano Bicycle/ Pedestrian Program	$697,917
	Total	**$1,016,977**
Mode Funding Split	Bicycle Advisory Committee(67%)	$681,375
	Pedestrian Advisory Committee (33%)	$335,602

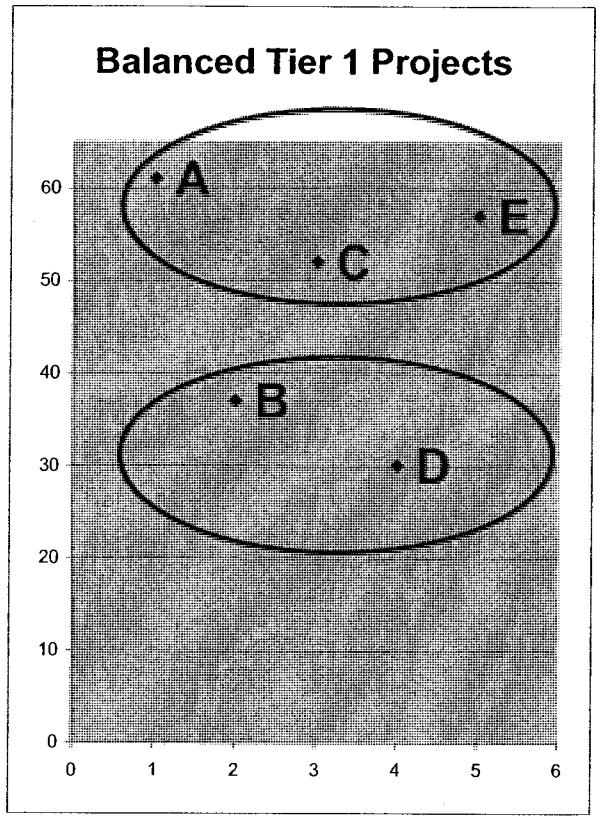
Fiscal Year 2008/09

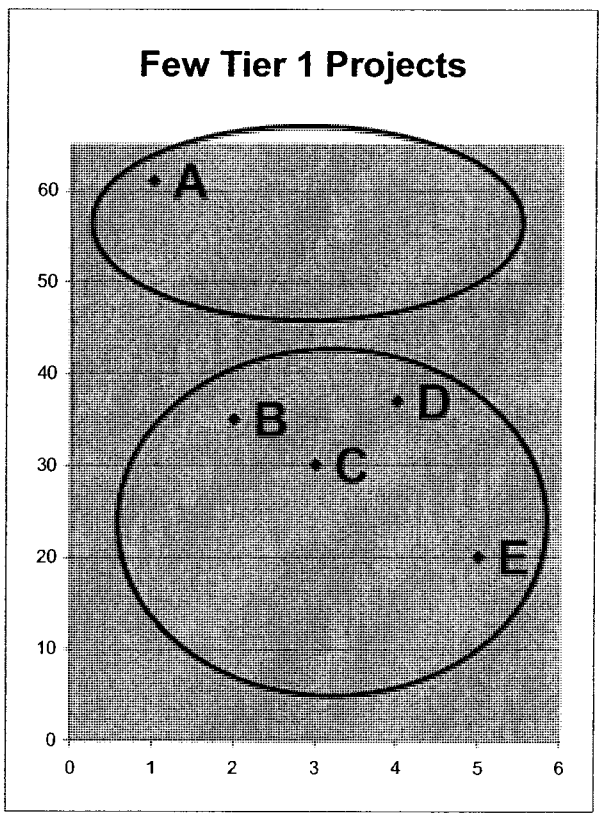
Estimated Funding	TDA Article 3 Fiscal Year 08/09	$336,659
	Solano Bicycle/ Pedestrian Program	$697,917
	Total	**$1,034,576**
Mode Funding Split	Bicycle Advisory Committee(67%)	$693,166
	Pedestrian Advisory Committee (33%)	$341,410

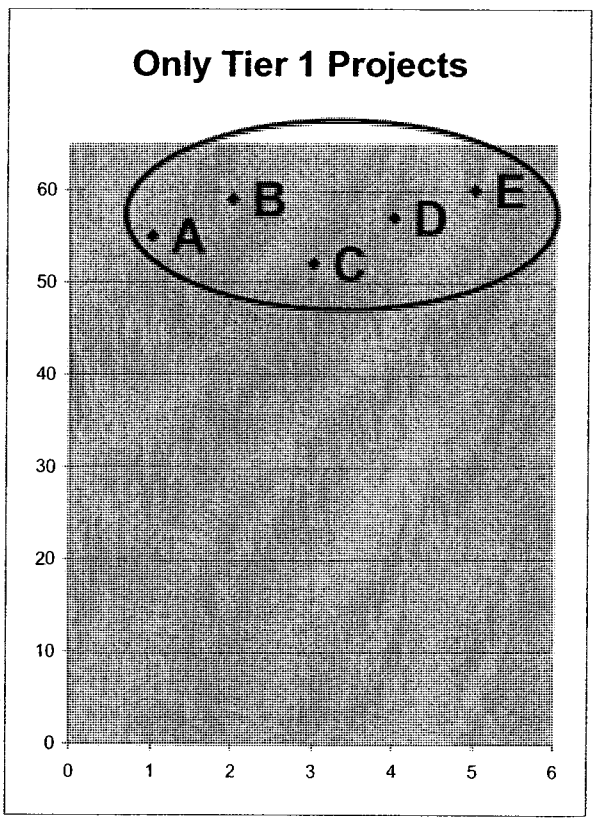
Total Estimated Mode Funding Split	
Bicycle Advisory Committee	$1,576,931
Pedestrian Advisory Committee	$677,012
	$2,253,943

SBPP Tier 1 vs Tier 2
Natural Breaks









65 Points are possible

DATE: December 2, 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 Area, 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 an estimated $300 million in additional programming capacity remains in STP/CMAQ funds from SAFETEA Third Cycle, which is approximately $145 million 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:
The Bay Area is expected to receive $66M of SAFETEA funds for Local Streets and Roads (LS&R). MTC's Local Streets and Roads Committee approved to dedicate $800,000 off the top of the $66M to fund an additional year of the Pavement Technical Assistance Program (PTAP), which was slated to be phased out in FY 2006-07. Just as the Cycle 1 Augmentation funds for LS&R were distributed in March 2005, MTC will be using the "hybrid" formula – 50% original MTS and 50% revised LS&R formula – to

distribute the funds by county. Using this formula, Solano County is expected to receive approximately $3.42M for LS&Rs.

In response to CTC's priority plan of not allocating STIP funds for LS&R projects, the STA Board approved a strategy to "swap" $2M in the STIP for LS&Rs with funds from the upcoming SAFETEA Third Cycle STP funds for LS&Rs in September. 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 and will submit 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 and will submit another project.)
Suisun City	$140,000	(Completed with local funds and will submit 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 $1.42M.

Using the "hybrid" formula, Attachment A shows a draft distribution of the Third Cycle funds for LS&R for a total of $3.42M, pending MTC Commission's adoption of the $66M programming amount for LS&Rs in November. The County of Solano is guaranteed a minimum of $1,056,000 in LS&R funds as required by *California Streets and Highways Code Section 182.6(d)(2),* which 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. Taking the County of Solano requirements into account, this leaves a total of $364,000 in additional Third Cycle funds for the seven remaining cities, which was distributed based on the "hybrid" formula – 50% MTS and 50% LS&R formula.

In October, the STA initiated 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 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 the 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 deadline for information for new and existing projects was due to STA on 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)

A list of the nominated projects are shown under Attachment A. STA staff will be responsible for submitting the project applications via WebFMS (online TIP system). Project sponsors have until February 22, 2006 to submit the required Resolutions, Legal Opinion, and Certification of Assurances.

Recommendation:
Approve and forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.

Attachment:

A. STA's Local Streets and Roads Distribution, Solano County
(To be provided under separate cover.)

DATE: December 2, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Amendment to 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.

In October, the STA Board approved the distribution of $13.787M in new STIP programming capacity for FY 2009-10 and FY 2010-11. The new STIP funds were distributed 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, the STA Board approved an agreement between the STA and Capitol Corridor to swap $4.2M of Solano County STIP funds for approximately $5M in RM2 funds. 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. STIP funds from the Fairfield/Vacaville Rail Station, the Benicia Intermodal, and the Bahia Viaduct were swapped for RM2 funds. The swap also resulted in freeing up $543K in STIP, which was programmed to the Dixon Intermodal Station project.

Discussion:
The STA Board approved the distribution of $13.787M in new 2006 STIP capacity at their October meeting. The new STIP funds were distributed to the STA's priority projects: the I-80/I-680/SR 12 Interchange (I-80 HOV project), the Vallejo Station, the Jepson Parkway project, the I-80/I-505 Weave Correction project, and STA's planning, programming and monitoring activities.

Since then, CTC released a revised fund estimate, which showed an increase of $1.164M in new STIP funds, bringing Solano County's total STIP programming capacity to $14.951M. STA staff recommends programming the additional $1.164M to the Jepson Parkway project increasing the total amount of 2006 STIP programmed for the project to $3.735M. The proposed distribution is as follows:

Vallejo Station	$ 5.000M
I-80 HOV Lane project	$ 5.000M
Jepson Parkway	*$ 3.723M*
Vacaville I-80/I-505 Weave Correction	$ 1.000M
Planning, Programming and Monitoring (PPM)	$ 0.228M
Total	$14.951M

The programming of the additional STIP funds was recommended for approval by the STA TAC on November 30, 2005.

Recommendation:
Approve the programming of an additional $1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's $14.951M in new 2006 STIP funds as listed on Attachment A.

Attachments:

A. Proposed distribution of $14.951M in New 2006 STIP Programming Capacity
B. Updated Solano County 2006 STIP Funding Program

PROPOSED DISTRIBUTION OF $14.951 IN NEW 2006 STIP PROGRAMMING CAPACITY

Vallejo Station	$ 5.000m
I-80 HOV Lane project	$ 5.000M
Jepson Parkway	$ 3.723M
Vacaville I-80/I-505 Weave Correction	$ 1.000M
Planning, Programming and Monitoring (PPM)	$ 0.228M
TOTAL:	$14.951M

(STA Board to Approve: 12-14-05)

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

As of 12/2/2005

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
CapCorridorJPA			Capitol Corridor Improvements	4200		4200						4200			RM2-STIP Swap with CapCor
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 ls&r)] + $5M new STIP
STA	loc	5301	Jepson Parkway (I-80 reliever)	16161				12438		3723		16161			combined Jepson (general pot)+CMAQ Match
STA	loc	5301	Jepson Parkway (I-80 reliever)	661				661				661			ls&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 ls&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
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	0			2489					2489			(RM2 SWAP) $2125+364(FF ls&r)
CapCorridorJPA	rail	6045L	Bahia Viaduct Track & Bridge Upgrade	0			1000					1000			(RM2 SWAP)
Benicia	rail	6045M	Intermodal transit station, Benicia	0						1254				1254	(RM2 SWAP) $1100+154(Ben ls&r)
MTC		21522	PPM	153		29	29	32	32	31		153			Awaiting exact PPM figures from MTC
MTC/STA		2263	PPM	271		39	39	64	64	65		271			Awaiting exact PPM figures from MTC
	Total Non-TE Subject to Reprogramming in 2006 STIP			62963	62963	5252	13880	28916	96	14819	2400	60020	0	543	
											62963				
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	65699	65699	5598	14483	29542	667	15409					
						2004 STIP Non-TE			48012						
						New Capacity 2006 STIP Non-TE			14951						
						2006 STIP Target Non-TE			62963						

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)

													248		
													216		
		BLACK	2004 STIP												
		RED	2006 STIP Capacity												
		ORANGE	STIP-RM2 Swap with CCJPA												

ATTACHMENT B

STA
Solano Transportation Authority

DATE: December 4, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Proposed No Call/No Show Policy on Solano Paratransit

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.

To maximize the efficient delivery of service, FST operates Solano Paratransit in conjunction with their local paratransit service: Dial-A-Ride Transit (DART). As such, policies are coordinated between the two systems. They both serve American for Disabilities Act (ADA) eligible clients exclusively.

Discusssion:
In contrast to fixed-route transit services, to use paratransit services ADA eligible clients must call in and schedule a trip up to seven days prior to the travel day. Paratransit vehicles are scheduled to pick up these scheduled trips. A manifest is prepared for each driver to direct them to their pick-ups and drop-offs throughout a given day. Clients may try to schedule a same day trip, but there may not be capacity due to the scheduled trips.

Whether or not a trip is scheduled a week or a day ahead of the desired travel day, it will be honored if there is capacity in the paratransit system. Capacity is a function of schedule and space. For an example of lack of capacity due to scheduling, a paratransit vehicle may have five empty seats, yet if a passenger has made a reservation for Fairfield to Rio Vista before another person calls in for the same time frame, then the paratransit vehicle cannot pick up a person in Vacaville. Likewise, if all seats are already reserved, even if the passenger is making the same trip at the same time, the trip will be denied due to the lack of space.

If a scheduled trip needs to be cancelled, paratransit users are advised to cancel the trip by 5pm of the previous service day. When clients do not call and cancel a scheduled trip and are not at the scheduled location when the vehicle arrives, paratransit resources are wasted. This has become an increasing problem. A small number of patrons are responsible for the vast majority of missed trips. In an effort to increase paratransit efficiency and reduce cost, the proposed policy will implement a multi-faceted approach of both education and adverse action for excessive no-call cancellations and no-show missed trips. The policy is designed to emphasize correct behavior, minimize inefficiencies, and boost capacity.

The proposed No Call/No Show policy (Attachment A) allows for occasional, but not excessive, missed trips without penalty. The No Call/No Show policy is proposed to be implemented on both Solano Paratransit and DART. The City of Fairfield will review for approval the same policy on DART. The policy will be implemented on both services simultaneously.

In summary, a client's first No Call/No Show trip would result in an advisory message left at the scheduled pick-up location via a door hangar (Attachment B) and a call advising the client of the appropriate trip scheduling and cancellation process. After a second No Call/No Show trip in a 30-day rolling period, the client would receive a letter explaining how to use the paratransit system and how missed trips are detrimental to the paratransit system. After a third No Call/No Show, the client would remain eligible to call in for same day service but would be suspended for 90 days from making reservations. If there is a fourth missed trip in the 30-day rolling period, the client would no longer be eligible to use the Solano Paratransit or DART system for 30 days including same day service.

The STA's Paratransit Coordinating Council (PCC) reviewed this policy and supports its implementation. As part of this approval, they encouraged education of paratransit riders prior to implementation and educating clients further of the systemwide implications and appropriate procedure. These suggestions can be accommodated.

Missed trips cause system inefficiencies and reduce capacity of the system resulting in more expensive trip costs per hour and fewer passengers carried. Approving the proposed No Call/No Show policy will improve Solano Paratransit cost-effectiveness and increase service to paratransit clients. This policy was reviewed and recommended for approval by both the Transit Consortium and the TAC on November 30, 2005.

Recommendation:
Approve a No Call/No Show Policy for Solano Paratransit.

Attachments:
A. Proposed No Call/No Show Policy
B. No Call/No Show Door Hanger

No Call/No Show Policy *November 2005*

POLICY

To maximize the quantity and quality of paratransit service to the public, Fairfield/Suisun Transit (FST) must deliver services as efficiently as possible. This No Call/No Show policy is designed to minimize inefficiencies in the DART and Solano Paratransit systems. It addresses the inefficiency resulting from patrons reserving paratransit service and either no showing up, or not calling to cancel the requested trip before 5pm the day before. A trip that is not cancelled by 5pm the day before the pick-up is recorded as a "No Call."

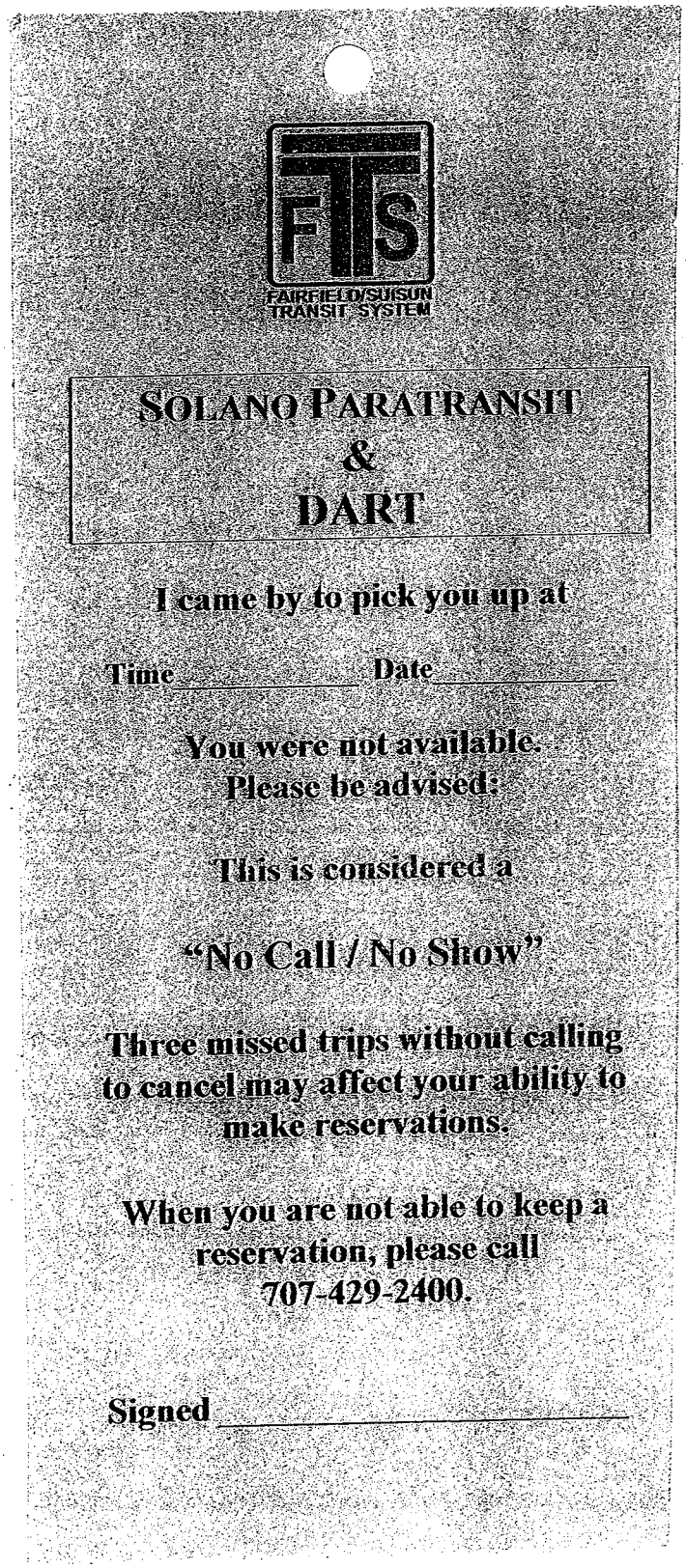
When a paratransit vehicle arrives at the door for a scheduled pick-up and the patron is not present and/or not ready to ride or a trip is refused, the driver will leave a door hanger (Attachment A) with the date & time the driver was there. A follow-up call will be made by dispatch to answer any questions and insure the patron fully understands how to use the paratransit system.

If a given patron has more than one (1) missed trip in a rolling 30-day period, Fairfield/Suisun Transit will implement the following measures:

Upon notification from dispatch that a patron has missed two (2) trips, FST shall generate a letter explaining how to use the paratransit system, make and cancel a reservation. The letter will also explain how missed trips result in more expensive transit and less capacity.

Once FST is notified of a third missed trip, the patron will be removed from the subscription (auto-renewing of recurring reservations) list, if applicable; banned from being able to reinstate a subscription for six months; and suspended from making reservations for 90 days. A patron will still be able to call in, same day, for demand response service.

Should the patron miss a fourth trip, after being suspended from reservations (demand response), access to the paratransit system shall be suspended for 30 days.


FTS
FAIRFIELD/SUISUN
TRANSIT SYSTEM
SOLANO PARATRANSIT
&
DART
I came by to pick you up at
Time _____ Date _____
You were not available.
Please be advised:
This is considered a
"No Call / No Show"
Three missed trips without calling to cancel may affect your ability to make reservations.
When you are not able to keep a reservation, please call 707-429-2400.
Signed _____

DATE: December 1, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Appointments to Solano Pedestrian Advisory Committee

Background:
The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues and monitoring, implementing, and updating Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (see Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:
The Solano Board of Supervisors and the Solano Land Trust have submitted nominations for the Solano PAC. The Solano Board of Supervisors nominated Ms. Linda Williams and the Solano Land Trust nominated Mr. Frank Morris. Both individuals have a strong interest in participating on the PAC. Mr. Morris is currently a board member of the Solano Land Trust and also serves as the acting Treasurer. Ms. Linda Williams currently is employed at the Solano County Library in Fairfield and has been an owner of a local business for 10 years.

Mr. Morris and Ms. Williams, upon approval by the STA Board, will be appointed for a 3-Year term (from January 1, 2006 through December 31, 2006. With exception of the City of Dixon, all remaining Solano County cities will have members participating on the PAC. There are a few other remaining agencies for which staff will continue to seek new members to fill vacancies until all appointments are filled.

Fiscal Impact:
None.

Recommendation:
Appoint the following Pedestrian Advisory Committee members for a three-year term:
1. Mr. Frank Morris- Solano Land Trust PAC Member
2. Ms. Linda Williams- Solano County PAC Member

Attachments:
A. STA Pedestrian Advisory Committee Membership Roster
B. Mr. Frank Morris' appointment letter by Solano Land Trust
C. Ms. Linda Williams appointment letter from the Solano Country Board of Supervisors (*Pending December 8th Board of Supervisor's meeting*) (To be provided under separate cover.)

Pedestrian Advisory Committee Membership Roster

City and County Representation		Appointment Date	Term Expires (December 31st)
City of Benicia	J.B. Davis	2005	2008
City of Suisun	Michael Segala	2004	2007
City of Vacaville	Mary Woo	2004	2007
City of Fairfield	Pat Moran	2005	2008
City of Vallejo	Lynne Williams	2005	2008
City of Dixon	VACANT		
County of Solano	***Proposed Member- Linda Williams***	2006	2009
City of Rio Vista	Larry Mork	2005	2008
Member at Large:			
Benicia Resident	Allen Deal	2005	2008
Other Agency PAC Representation			
Tri City and County Cooperative Planning Group	Eva K. Laevastu	2004	2007
Bay Area Ridge Trail Council	Kathy Blume	2004	2007
Solano County Agriculture Commission	VACANT		
San Francisco Bay Trail Program	VACANT		
Solano Community College	VACANT		
Solano Land Trust	***Proposed Member- Frank Morris***	2006	2009

ATTACHMENT B

OCT 27 2005

SOLANO LAND TRUST

1001 Texas Street Suite C • Fairfield, California 94533
Phone: (707) 432-0150 • Fax: (707) 432-0151
www.solanolandtrust.org

BOARD MEMBERS

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October 25, 2005

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

Dear Robert,

The Solano Land Trust has appointed Frank Morris as our representative to the STA Pedestrian Advisory Committee.

Please send correspondence to him at:

Frank Morris
600 Via Palo Linda
Fairfield, CA 94534

Frank is our Board treasurer and, until recently, was our Vice President.

Thank you for your attention to this matter.

Sincerely,

Marilyn Farley

Marilyn Farley
Executive Director

STA
Solano Transportation Authority

DATE: December 2, 2005
TO: STA Board
FROM: Janet Adams, Director for Projects
RE: Project Study Report Priorities

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. 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, 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, the 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 SafetyTraffic 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 STA Board in October. The STA has dedicated $112,000 FY 2005-06 and $125,000 in FY 2006-07 budgets for PSR work for future STIP eligible projects. The STA may perform one PSR per year or opt to combine the funds from the two years ($237,000/project) to perform one larger PSR. At the meeting, the STA Board provided direction to staff to elevate the development of the I-80 HOV system in Solano County. Based on the STA Board's discussion and direction provided in October, staff recommended the following PSRs for STA and Caltrans to conduct:

STA:

FY 2005-06:

- SR 12 and Church Road Improvements (PSR funded by STA)
- I-80 HOV Lanes from Carquinez Bridge to SR37/Turner Parkway Overcrossing (PSR funded by SAFETEA Demo Funds)

FY 2006-07:

- I-80 HOV Lanes from Air Base Parkway to I-505 (PSR funded by STA)

Caltrans:

- Eastbound/Westbound I-780 Stripe Aux Lanes – 2nd St. to 5th St.
- Phase II Truck Climbing Lane
- I-80 Pavement Rehabilitation – SR12 East (Fairfield) to Meridian Rd. (Vacaville)

STA staff presented the revised PSR Candidate list to the TAC at their November 30th meeting. The TAC agreed with the STA Board's decision to fund the SR12/Church PSR and supported the decision for STA to be the lead agency to perform the I-80/SR37 HOV/Turner Parkway Overcrossing PSR. However, the City of Fairfield raised concerns over the selection of the I-80 HOV Lanes PSR from Air Base to I-505, citing that the project falls further down the Corridor Study's priority list, and considering the cost of the project ($111M) that STA may have limited funds to fully perform the PSR or find the necessary funds to build the project before the PSR's shelf-life expires. City of Fairfield staff suggested funding the TAC's initial recommendation, the EB I-80 Auxiliary Lanes project from Travis Blvd. to Air Base Parkway. Fairfield staff cited that its priority was ranked higher in the Corridor Study, that the limited PSR budget could cover the cost for the PSR and that the cost of the project ($3.7M) made it more "deliverable," which fit the criteria of PSR selection. The TAC approved the revised recommendation (Attachment A), with the caveat that the PSR for the I-80 HOV Lanes from Air Base Parkway to I-505 be designated as the subsequent priority for the next PSR to be funded and performed by the STA.

Pending STA Board approval, staff will initiate RFPs for the SR12/Church Road and Turner Parkway Overcrossing PSRs in early 2006. 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 that will require Caltrans oversight.

The STA TAC also discussed the State Highway Operational Protection Program (SHOPP) at their September meeting. Following the discussions from the TAC at their September meeting, the STA Board authorized 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 Rd. in Vacaville for prioritization in the SHOPP's Pavement Rehabilitation category. Following this recommendation, the recently released Draft 2006 SHOPP list includes the I-80 rehabilitation project as part of the Pavement Rehabilitation category. A letter was also sent to the Minor Improvements section of the Caltrans SHOPP department requesting the EB/WB I-780 Stripe Aux Lane (2nd St. to 5th St.) project be included as a minor improvement project.

Recommendation:

Approve the following:

1. The Priority List for future Solano County Project Study Reports (PSRs) to be conducted by STA.
2. Authorize the STA to be the lead agency for the PSR for the I-80 HOV Lane/Turner Parkway Overcrossing project in Vallejo to be funded by Federal SAFETEA Demo funds.
3. Authorize the Executive Director to initiate PSR for the SR 12 and Church Road Improvements project in Rio Vista to be funded by the STA in FY 2005-06 and FY 2006-07.
4. Authorize the STA to initiate the PSR for the EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. project in Fairfield to be funded by the STA in FY 2005-06 and FY 2006-07.
5. Designate I-80 HOV Lane – Air Base to I-505 as the subsequent priority for next PSR to be funded and performed by the STA.
6. Authorize the Executive Director to request Caltrans to conduct PSRs for the EB/WB I-780 Stripe Aux Lanes project from 2nd St. to 5th St., the Phase II Truck Climbing Lane project, and the I-80 pavement rehabilitation project from SR12 East (Fairfield) to Meridian Road (Vacaville).

Attachment:

A. PSR Candidate Projects

PSR CANDIDATE PROJECTS
(TAC Recommendation 11/30/05)

STIP (STA)

Project	Recommended for PSR	I-80/680/780 Corridor Study Priority	Project Cost (in millions)	FY
SR 12 East – Church Road	*X*	*(SR12 MIS)*	*$3-4*	*2005-06*
Turner Parkway Overcrossing (PSR Funded) [1]	*X*	*30*	*$38*	*2005-06*
WB I-80 HOV Lane – Carquinez Bridge to SR37 [1]	*X*	*23*	*$15.7*	*2005-06*
EB I-80 HOV Lane – Carquinez Bridge to SR37 [1]	*X*	*24*	*$32.3*	*2005-06*
EB I-80 Aux Lanes – Travis Blvd to Air Base Pkwy	*X*	*9*	*$3.7*	*2006-07*
I-80 HOV – Air Base to I-505		25	$111.2	
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	

[1] *Funded by SAFETEA Demo funds*

SHOPP (Caltrans)

Project	Recommended for PSR	I-80/680/780 Corridor Study Priority	Project Cost (in millions)
EB/WB I-780 Stripe Aux Lane – 2nd St to 5th St	*X*	*20*	*$0.2*
Phase II Truck Climbing Lane	*X*		
I-80 Pavement Rehabilitation – SR12 East (Fairfield) to Meridian Rd. (Vacaville)	*X*		

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
...	
...	

STA
Solano Transportation Authority

DATE: December 2, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Initiation of Safe Routes to Schools Study (SR2S)/ Safe Routes to Transit (SR2T), Phase 2

Background:
The STA adopted the Solano Travel Safety Plan, Phase 1 in July 2005. The Solano Travel Safety Plan identified vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identified pedestrian and bicycle accident rates in each jurisdiction. The Phase 1 Solano Travel Safety Plan is an update of the safety plan developed in 1998.

In September, the STA retained Alta Planning + Design to conduct the Safe Routes to Schools / Safe Routes to Transit (SR2S/SR2T) Study, Phase 2 of the Solano Travel Safety Plan, which will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T).

The Safe Routes to Schools (SR2S) program is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects include capital improvement projects as well as education, enforcement and encouragement activities that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs. The program dedicates funding for six categories of projects:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian/bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle/pedestrian facilities
- Traffic diversion improvements

The STA's Safe Routes to Transit (SR2T) Program is aimed at improving the safety and convenience of pedestrian and bike paths to transit stations throughout Solano County. The program can be funded from both the Regional Measure 2 (RM 2) Program. RM 2 dedicates $20M to SR2T projects. Eligible SR2T projects for both RM 2 funds and future local sales tax funds include the following, with the exception that RM 2 projects must have a "bridge nexus" (i.e. reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods):

- Secure bicycle storage at transit stations/stops/pods;
- Safety enhancements for ped/bike station access to transit stations/stops/pods;
- Removal of ped/bike barriers near transit stations;
- and Systemwide transit enhancements to accommodate bicyclists or pedestrians.

The major transit hubs in Solano County include:

- Vallejo Ferry Terminal;
- Curtola Park and Ride Lot, Vallejo;
- York & Marin Park and Ride Lot, Vallejo;
- Sereno Transit Center, Vallejo;
- Fairfield Transportation Center and Park and Ride Lot;
- Suisun City-Fairfield Amtrak Station;
- Vacaville Regional Transportation Center / Davis St. Park and Ride Lot.

Future transit sites could include the Benicia Intermodal Station, the Dixon Intermodal and a Rio Vista Transit stop near SR 12.

Discussion:
Alta, the project consultant, is currently in the process of gathering and reviewing existing safety, bicycle, pedestrian, transit, and local SR2S and SR2T plans. STA and Alta are requesting additional information from the local agencies to assist in developing an existing conditions report. The information requested is intended to 1) establish a snapshot of existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study; 2) compile a list of planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement; and 3) acquire any available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs. Attachment A is a memo listing the information being requested as well as a summary form for submitting information. STA will coordinate with local agencies to complete the summary forms, with a deadline for submittal by **Friday, December 16, 2005**.

In January and February, 2006, STA and Alta are proposing and preparing to coordinate an extensive public input process. The outreach effort will allow STA to gather input from local agencies, school districts, and the public on existing and planned efforts, as well as other local needs and potential SR2S and SR2T projects. The outreach effort will target local city councils, Solano County school boards and institutions, the Solano County Board of Supervisors, the STA Board, SolanoLinks Transit Consortium, the STA TAC, BAC, PAC, and PCC. A draft outreach program is shown as Attachment B.

Recommendation:
Approve the SR2S/SR2T Outreach Program.

Attachments:
A. Memorandum, SR2S/SR2T Local Agency/Organization Information Request
B. Draft SR2S/SR2T Outreach Program

MEMORANDUM

TO: Contact Name, Local Agency

FROM: Jennifer Tongson

DATE: November 15, 2005

RE: STA Safe Routes to School and Transit
Local Agency/Organization Information Request

The Solano Transportation Authority is beginning a year long process to create a Countywide Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T) Study, which will serve as Phase II of the Solano County Travel Safety Plan. STA recognizes the limited regional, State, and Federal funding available to implement SR2S and SR2T projects, and wants to facilitate a coordinated implementation plan to maximize funding resources within the county. The overall goal of this Study is to identify and prioritize a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for SR2S and SR2T funding programs.

Safe Routes to School (SR2S) Projects are defined as projects within the vicinity of schools that are intended to improve pedestrian/bicyclist safety and increase the number of students walking and bicycling. Examples of capital projects include: crossing enhancements, warning signage, sidewalk or pathway construction, or pick-up/drop-off area modifications. Programmatic components of SR2S efforts include educational and encouragement activities, such as Walk/Bike to School Days or Bicycle Safety Rodeos, and traffic enforcement efforts focused around school areas.

Safe Routes to Transit (SR2T) Projects are defined as being within "close proximity" of a transit station or hub. Examples of projects are the same as Safe Routes to Transit, however they are located adjacent to transit stations or hubs. They can also include safety projects that remove perceived barriers to transit such as providing improved lighting at dawn or dusk hours, additional bike parking facilities or incentive programs such as "Free Bikes on Transit Month".

This information request is intended to 1) establish a snapshot of existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study; 2) compile a list of planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement; and 3) acquire any available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs.

A. Existing, Programmed, and Planned SR2S and SR2T Projects

Please provide information on any existing, programmed, and proposed Safe Routes to School or Safe Routes to Transit projects within your jurisdiction. These can include capital projects, as well as ongoing programs such as educational or outreach efforts.

A template is provided on the next page for briefly summarizing project components. Projects should be designated as:

- Existing – capital projects constructed within the last 3 years (or currently under construction), or current/ongoing programs
- Programmed – projects/programs that have been funded but not yet implemented
- Planned/Proposed – projects that have been identified in a plan or study, but are not yet funded.

Please fill out as much information for each project as possible. Copy additional sheets as needed.

B. Existing Bicycle and Pedestrian Counts and Collision Data

In order to assist us in identifying high-priority locations for SR2S and SR2T improvements, we are also seeking to identify locations that have high pedestrian and bicycle usage rates and/or high pedestrian and bicycle collision rates. If available, p lease provide the following:

- Pedestrian or bicycle collision summary data, specifically in the vicinity of schools and transit hubs
- Pedestrian or bicycle count summary data, specifically for the vicinity of schools and transit hubs.

We would prefer this information electronically, but hard copies are acceptable if that is all that is available.

C. Existing Plans or Studies

Does your jurisdiction have existing plans, studies, or other documents that should be referenced in the Countywide SR2S or SR2T Study? If so, please provide STA with a copy of the document (or relevant sections), and list the plan titles and year.

SR2S and SR2T Project Summary Form (copy additional sheets if necessary)

Project/Program Name			
Type of Project	❑ Safe Routes to School ❑ Safe Routes to Transit		
Status	❑ Existing (constructed within the past 3 years) ❑ Programmed (funded but not constructed) ❑ Planned (identified in a plan, study, etc. but not yet funded)		
Lead Agency/Department			
Project Location			
Description/Purpose			
Project/Program Cost (or cost estimate)			
Date Constructed (or estimated)		Duration (if Program)	
Project Contact Information: Name; Email; Phone; Address			

Project/Program Name			
Type of Project	❑ Safe Routes to School ❑ Safe Routes to Transit		
Status	❑ Existing (constructed within the past 3 years) ❑ Programmed (funded but not constructed) ❑ Planned (identified in a plan, study, etc. but not yet funded)		
Lead Agency/Department			
Project Location			
Description/Purpose			
Project/Program Cost (or cost estimate)			
Date Constructed (or estimated)		Duration (if Program)	
Project Contact Information: Name; Email; Phone; Address			

DRAFT Solano Safe Routes to Schools / Safe Routes to Transit Outreach Program

In January and February, 2006, the Solano Transportation Authority and Alta Planning + Design will provide presentations and prepare a public outreach effort to solicit potential SR2S projects from city/county councils, school districts, and other involved communities. Additional presentations may be required for the Bicycle Advisory Committee, the Pedestrian Advisory Committee, the SolanoLinks Intercity Transit Consortium, the STA Technical Advisory Committee, and the STA Board.

Target Agencies for SR2S/SR2T Outreach Program:

Solano Transportation Authority:

- STA Board of Directors
- SolanoLinks Transit Consortium
- STA Technical Advisory Committee (TAC)
- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Committee (PAC)
- Paratransit Coordinating Council (PCC)

Local Agencies (City Councils/Board of Supervisors, Public Works Depts., Law Enforcement Agencies, etc...):

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

Solano County School Boards:

- Benicia Unified School District
- Dixon Unified School District
- Fairfield/Suisun Unified School District
- River Delta Unified School District
- Travis Unified School District
- Vacaville Unified School District
- Vallejo City Unified School District
- Solano Community College
- Solano County Office of Education
- Various Colleges and Adult Education Institutions

DATE: December 3, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Transportation Funding Program

Background:
Since the adoption of the 2001 Regional Transportation Plan, the Metropolitan Transportation Commission (MTC) has implemented a number of recommendations from both the Lifeline Transportation Network and Equity Analysis reports related to that plan including the expansion of the Low-Income Flexible Transportation (LIFT) Program. The LIFT program has been a key funding source for Welfare to Work transportation projects and projects identified by Community Based Transportation Plans. Solano County has a countywide Welfare to Work Transportation Plan, completed a Community Based Transportation Plan in Dixon and is beginning the next one in the Cordelia area.

The Lifeline Transportation Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances.

MTC reaffirmed its commitment to the Lifeline Program in its Transportation 2030 Plan. MTC committed $216 million to create a regional Lifeline Transportation Program (LTP) for residents of low-income communities throughout the Bay Area. Previous funding cycles for Lifeline have been administered and distributed regionally by MTC. In the spring of 2005, the STA Board accepted delegation of the administration of the Lifeline Program for Solano County.

Discussion:
Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of $1,076,866 (see Attachment A). The funding will be derived from a variety of sources including Congestion Management Air Quality (CMAQ), Jobs Access Reverse Commute (JARC) and State Transit Assistance (STA). Each of these funding sources have guidelines on how the funds may be spent which, in total, will influence the types of Lifeline projects that may be funded.

STA staff is working with MTC staff to transition to the STA the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding, and monitoring and ensuring the implementation of projects and programs.

The first Call for Projects is planned for March 2006 with applications due at the end of April 2006. Although the final approval of all the County's Lifeline Transportation

Projects list is the responsibility of MTC, project evaluation and selection for Solano projects will be completed by the STA. STA staff recommends that a new advisory committee be established to assist with the evaluation of the Lifeline projects in this initial and future funding cycles. The Lifeline Transportation Advisory Committee is proposed to include STA Board members from the Transit Subcommittee, a County Board of Supervisors representative, County Welfare to Work staff, non-profit organizations' staff, a transit operator, a Paratransit Coordinating Council (PCC) representative, and a member at large.

At this time, staff is seeking approval to move forward with developing a committee as specified on Attachment B.

Recommendation:
Authorize the formation of a Lifeline Transportation Advisory Committee with the proposed organizational membership as indicated on Attachment B.

Attachments:

A. Lifeline Transportation Program Estimated Budget
B. Lifeline Transportation Advisory Committee Proposed Membership

Table 1: Lifeline Transportation Program Estimated Budget

County	% poverty *	Estimated funding FY 2005-06 through FY 2007-08			
		CMAQ	STA	JARC**	3 year total
Alameda	27.4%	1,108,330	2,074,143	2,182,283	5,364,756
Contra Costa	12.5%	505,625	946,233	995,567	2,447,425
Marin	2.7%	109,215	204,386	215,042	528,643
Napa	1.7%	68,765	128,688	135,397	332,850
San Francisco	15.1%	610,795	1,143,049	1,202,645	2,956,489
San Mateo	7.1%	287,195	537,460	565,482	1,390,137
Santa Clara	21.7%	877,765	1,642,660	1,728,304	4,248,729
Solano	5.5%	222,475	416,342	438,049	1,076,866
Sonoma	6.3%	254,835	476,901	501,766	1,233,502
TOTAL	100%	$4,045,000	$7,569,862	$7,964,535	$19,579,397

* Based on federal poverty levels reported in 2000 US Census

** Assumes distribution of JARC funds consistent with other fund sources, pending concurrence from FTA

These are estimates intended for planning purposes only. Actual allotment of these respective fund sources may differ than those indicated above, based on assignment of funding to eligible projects.

Lifeline Transportation Advisory Committee
Proposed Membership

STA Board Transit Subcommittee Members:

- Mary Ann Courville, Mayor of Dixon
- Steve Messina, Mayor of Benicia
- Tony Intintoli, Mayor of Vallejo
- Mike Segala, Suisun City Councilmember
- Fairfield Council representative

* County Board of Supervisors (for Lifeline Project evaluation)

Lifeline Advisory Group Representatives

- County Welfare to Work Program staff
- Community Action Council staff
- Children's Network staff
- Transit Consortium
- Paratransit Coordinating Council
- Member at Large

STA
Solano Transportation Authority

DATE: December 1, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: State Route 12 East Prioritization and Implementation Strategy

Background:
The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor. However, the MIS did not develop a priority for the projects, did not provide a proposed implementation plan for improvements, nor did it obtain Caltrans approval of the MIS.

Discussion:
As a follow-up to the SR 12 MIS, STA retained Korve Engineering (the consultant who prepared the MIS) to complete Phase 2 of the MIS to develop an Operational Strategy for the corridor that considers safety, operational improvements (including the constraining effects of bottlenecks on downstream highway segments), and development impacts along the corridor. Similar to the process used for the I-80/I-680/I-780 Major Investment & Corridor Study, the Operational Strategy is an iterative process used to look at safety and congestion in the corridor. The analysis identified a recommended implementation plan for needed improvements and proposed funding strategies for projects (Attachment A).

The proposed draft implementation plan was circulated to Caltrans and STA member agencies for initial review and comments in January 2005. On April 7, 2005, the SR 12 Steering Committee initially reviewed the report and initial comments received from Caltrans.

Further comments were received from Caltrans on September 23, 2005 and October 27, 2005 (Attachment B). In the October 27 letter, Dana Cowell, Caltrans District 4 Deputy Director for Planning commended the STA for taking the next steps towards identifying, prioritizing and developing transportation improvements between I-80 and Rio Vista and tentatively agreed with the prioritization of capital improvements listed in the report. However, he also stated that Caltrans "believes that more comprehensive traffic forecasting and traffic operational analysis needs to be conducted before we can fully concur with the suggested order of improvements. A higher level of analysis should be used at the Project Study Report (PSR) and/or Project Report (PR) level before any of the recommended improvements can move forward. This project scoping level of analysis could ultimately affect the priority of project implementation in the corridor."

On October 31, 2005, the SR 12 Steering Committee also requested additional analysis to identify safety improvements and enforcement that should be made on the corridor. STA staff concurs with Caltrans and the SR 12 Steering Committee that more detailed

prioritization analysis needs to be conducted soon. By early 2006 STA and City of Rio Vista expect to commence the update of the Major Investment Study using the new Solano Napa Travel Demand Model in concert with the recently received federal earmark for the SR 12 Realignment and Rio Vista Bridge Study. This updated MIS would have a greater emphasis on short-range safety improvements (based on recent data compiled including the STA's Travel Safety Study – Phase 2). The updated MIS would be completed in tandem with a proposed Project Study Report that is being recommended under a separate staff recommendation for the Church/SR 12 intersection.

STA Board member and Rio Vista Mayor Ed Woodruff also recently submitted a letter dated October 25, 2005, requesting assistance to increase enforcement to address safety and speeding problems along SR 12; reinstating the double-fine zone; raising the priority of SR 12 safety improvement projects and having these projects funded and constructed as soon as possible; and installing center line concrete median barriers between SR 113, Olsen Road and the city limits of Rio Vista.

Until additional higher level and more detailed analysis can be conducted with Caltrans over the next year or so, staff proposes to use the proposed projects (Attachment A) as an interim list of priorities for the SR 12 East Corridor.

Projects from the SR 12 MIS and projects from the I-80/I-680/I-780 Major Investment & Corridor Study will be the initial candidate projects for the STA accelerated project delivery process. Project study reports (PSR's) will be prepared for some of these projects in an effort to provide specific details of these projects and to make them more competitive for future State and Federal funding.

Staff plans to reconvene the SR 12 Steering in 2006 to keep this matter on a high level of priority; review the progress being made to further conduct these more detailed analyses and provide input on the implementation improvements already programmed along the corridor in conjunction with initiation of SR 12 Realignment and Rio Vista Bridge Study.

On November 30, 2005, the STA TAC unanimously recommended the STA Board approve the attached SR 12 East Prioritization and Implementation Strategy with the understanding that additional operational analysis needs to be conducted as part of future studies and analyses being conducted along the 12 (E) corridor.

Fiscal Impact:
None

Recommendation:
Approve the SR 12 East Prioritization and Implementation Strategy.

Attachments:
A. Interim List of Prioritized Improvements for SR 12 East dated July 20, 2005
B. Comments and responses from Caltrans on prioritized list of SR 12 East improvements
C. Letter dated October 25, 2005 from Rio Vista Mayor Ed Woodruff
D. Letter dated November 5, 2005 from Rio Vista Vice Mayor Ron Jones to CHP

Korve Engineering

July 20, 2005

Mr. Andrew Fremier
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: STATE ROUTE 12 MIS IMPROVEMENTS – DRAFT PRIORITIZATION #2

Dear Mr. Fremier:

Korve Engineering, Inc. is pleased to submit this revised report to summarize the prioritization of the improvement recommendations developed as part of the State Route 12 Major Investment Study (SR 12 MIS). Based on Caltrans comments, an AM peak hour analysis has been conducted to prioritize westbound improvements.

The projects recommended for safety concerns were prioritized separately than those recommended due to limited capacity. Safety-related improvements were prioritized based on the accident rate at the project location. Capacity-related improvements were prioritized based on the date when they are needed to provide adequate capacity at the project location. The safety and capacity-related projects recommended as part of the SR 12 MIS include the following:

SAFETY IMPROVEMENTS

3a Advance Overhead Flashers at Beck/Pennsylvania
3b Left Turn Lanes & Acceleration/Deceleration Lanes at Lambie/Shiloh with Realignment
3c Traffic Signal at SR-113/SR-12
3d Left Turn Lanes & Acceleration/Deceleration Lanes at Church Road with Realignment
3e Advance Flashers at Summerset Road
3f Acceleration/Deceleration Lanes at Railroad Museum
3g Acceleration/Deceleration Lanes at Beck Avenue

NEAR-TERM CAPACITY-RELATED IMPROVEMENTS

4a Geometric Improvements at Pennsylvania Avenue
4b Traffic Signal and Improvements at Lambie/Shiloh
4c Traffic Signal at SR-113/SR-12

LONG-TERM CAPACITY-RELATED IMPROVEMENTS

6a Widen to Four Lanes – Rio Vista Limit to River Road
6b Widen to Six Lanes – Interstate 80 to Webster/Jackson
6c Install median barrier and shoulders from Walters Road to Rio Vista City Limit
6d Grade Separation at Pennsylvania Avenue
6e Left Turn Lanes at Lambie/Shiloh
6f Traffic Signal at Church Road
6g Rio Vista Bridge

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PRIORITIZATION OF SAFETY IMPROVEMENTS

An accident rate was determined for each segment or intersection on which a project would be implemented. Table 1 presents the accident rates at each of the locations. Accident rates were determined by the amount of accidents per million entering vehicles. The safety improvements should be prioritized and implemented in the order of highest to lowest accident rates. The cost of each improvement has not been taken into account in this analysis.

TABLE 1: ACCIDENT RATES FOR SAFETY IMPROVEMENT PROJECTS

RECOMMENDED SAFETY IMPROVEMENTS		ACCIDENT RATE[1]
3a	Advance Overhead Flashers at Beck	0.46
3g	Accel/Decel Lanes at Beck Avenue	0.46
3f	Accel/Decel Lanes at Railroad Museum	0.32
3a	Advance Overhead Flashers at Pennsylvania	0.24
3b	Left Turn Lanes & Accel/Decel Lanes at Lambie/Shiloh with Realignment	0.24
3c	Traffic Signal at SR-113/SR-12	0.21
3d	Left Turn Lanes & Accel/Decel Lanes at Church Road with Realignment	0.18
3e	Advance Flashers at Summerset Road	0.07

[1]Accidents per million entering vehicles

PRIORITIZATION OF CAPACITY IMPROVEMENTS

The future analysis performed in the SR 12 MIS used County model projections for the PM peak period. The model did not forecast AM peak hour volumes and AM peak hour analysis was not included in the scope of the original MIS. The existing AM peak hour intersection level of service were the same as the PM peak hour LOS for all intersections under evaluation with the exception of Pennsylvania Avenue, which was LOS B in the AM peak and LOS D in the PM peak hour. The existing LOS for all segments under evaluation was the same during both peak hours with the exception of SR 12 through Rio Vista, which was LOS B in the AM peak hour and LOS C in the PM peak hour. As a result, the PM peak hour was determined to the more critical peak period in the MIS.

During the AM peak hour, the westbound traffic flow is higher, and in the PM peak hour the eastbound traffic flow is higher, reflecting prevailing commute patterns. Although the eastbound traffic during the PM peak hour is the critical time and direction, an AM peak hour analysis was conducted to evaluate the potential demand for westbound improvements based on traffic patterns when westbound flow is at its heaviest. Due to the lack of future AM traffic forecasts from the original MIS, the AM peak hour segment volumes were calculated by reversing the direction of the PM peak hour volumes and factoring them down to reflect lower morning peak hour traffic volumes. Based on recent

AM and PM peak hour traffic counts on SR 12 at the Beck, Pennsylvania, Main, and Sunset intersections, it was determined that total AM peak hour existing traffic volumes at these four intersections were approximately 15 percent less than during the PM peak hour. Using these volumes, volume/capacity analysis was performed for both the AM peak hour in the westbound direction and the PM peak hour in the eastbound direction.

In order to prioritize the capacity related improvements, the volume/capacity ratio was calculated for each segment and intersection considering the constraining effects of bottlenecks. The volume/capacity ratios were calculated for existing conditions (2000), 2010 and 2025 using the travel demand forecasts described above. The capacity of the segments is consistent with the study assumptions, which are summarized as follows.

- 4-lane Freeway/Expressway – Suisun/Fairfield = 1,800 vehicles per hour per lane;
- 2-lane Highway – Walters Road to Rio Vista = 1,400 vehicles per hour per lane; and
- Arterial – Through Rio Vista and Bridge = 900 vehicle per hour per lane.

Highway capacities at intersections were determined by the allocated highway green time at each intersection. Thus, the segment capacity is decreased by the amount of green time given to minor street approaches. For example, the SR 12 eastbound approach at the Pennsylvania Avenue / SR 12 intersection has about 75 percent green time, so the capacity would be 3,600 multiplied by 0.75, which results in highway throughput capacity at the intersection of 2,700 vehicles per hour.

TRAFFIC SIGNAL WARRANTS

The recommended traffic signal installations were determined by the traffic signal warrants detailed in the Caltrans *Traffic Manual*. The following locations were identified as intersections where a traffic signal would be warranted between 2000 and 2025:

- SR 12 / SR 113;
- SR 12 / Lambie Road / Shiloh Road; and
- SR 12 / Church Road.

The traffic volume along SR 12 at all three locations is significantly larger than the minor street approach volume. A traffic signal would serve to allow the minor street traffic to enter SR 12 without merging into highway traffic. The threshold to warrant a signal at these locations is 75 vehicles per hour on the minor street approach. Based on the travel demand forecasts, these three intersections would satisfy the traffic signal warrant in the following years:

- SR 12 / SR 113 – Satisfies signal warrant in 2000;
- SR 12 / Lambie Road / Shiloh Road – Satisfies signal warrant in 2005; and
- SR 12 / Church Road – Satisfies signal warrant in 2006.

A current traffic signal warrant analysis using existing counts at the time of signal installation should be performed at these intersections before a signal is installed. The peak hour volume traffic signal warrant worksheets are included with this report.

VOLUME/CAPACITY ANALYSIS

The attached figures show the progression in volume/capacity ratios from the present to 2025 for during the peak hour for each direction. Figures 1 through 12 illustrate the volume/capacity ratios for the eastbound direction (PM peak hour). Figures 13 through 18 illustrate the volume/capacity ratios for the westbound direction (AM peak hour).

Non-directional improvements (i.e. intersection enhancements and new bridge) are driven by the peak direction, but require implementation for both directions simultaneously. Directional improvements (i.e. road widening) are dependent on the peak flow in that direction.

The volume/capacity ratio was calculated for each year based on a linear interpolation between the base and the future scenarios. Table 2 summarizes the dates and strategy of implementation for the capacity related improvements.

TABLE 2: SR 12 CAPACITY-RELATED IMPROVEMENT PRIORITIZATION

IMPROVEMENT		DATE	IMPLEMENTATION STRATEGY
4a	Geometric Improvements at Pennsylvania Avenue	2005	Intersection improvements do not require directional implementation
4b	Traffic Signal and Improvements at Lambie/Shiloh	2005	Intersection improvements do not require directional implementation
4c	Traffic Signal at SR113/SR 12	2005	Intersection improvements do not require directional implementation
6f	Traffic Signal at Church Road	2006	Intersection improvements do not require directional implementation
6d	Grade Separation at Pennsylvania Avenue	2009	Intersection improvements do not require directional implementation
6e	Left Turn Lanes at Lambie/Shiloh	2010	Intersection improvements do not require directional implementation
6f	Rio Vista Bridge	2010	Does not require directional implementation
6c	Install median barrier & shoulders from Walters Road to Rio Vista City Limit[1]	2010	**Eastbound** – Begin Widening at Walters Road
6b	Widen to Six Lanes - I-80 to Webster/Jackson	2016	**Eastbound** – Begin widening at I-80
6a	Widen to Four Lanes - Rio Vista Limit to River Road[2]	2017	**Eastbound** – Begin widening at Rio Vista Limit
6b	Widen to Six Lanes - I-80 to Webster/Jackson	2022	**Westbound** – Begin widening at Webster/Jackson

[1]The segment of SR 12 between Walters Road and Summerset Road does not need median and shoulders to increase capacity. The barrier and shoulder is a safety improvement, and should be prioritized with other safety improvements.
[2]The prioritization of SR 12 widening between Summerset Road and the Sacramento River should be revisited after the installation of the median and shoulders. The theoretical increased capacity gained from the median and shoulder installation should accommodate 2025 traffic volumes.

We look forward to continuing input on this project. If you have any questions or comments, please do not hesitate to call me at (510) 622-6642.

Sincerely,

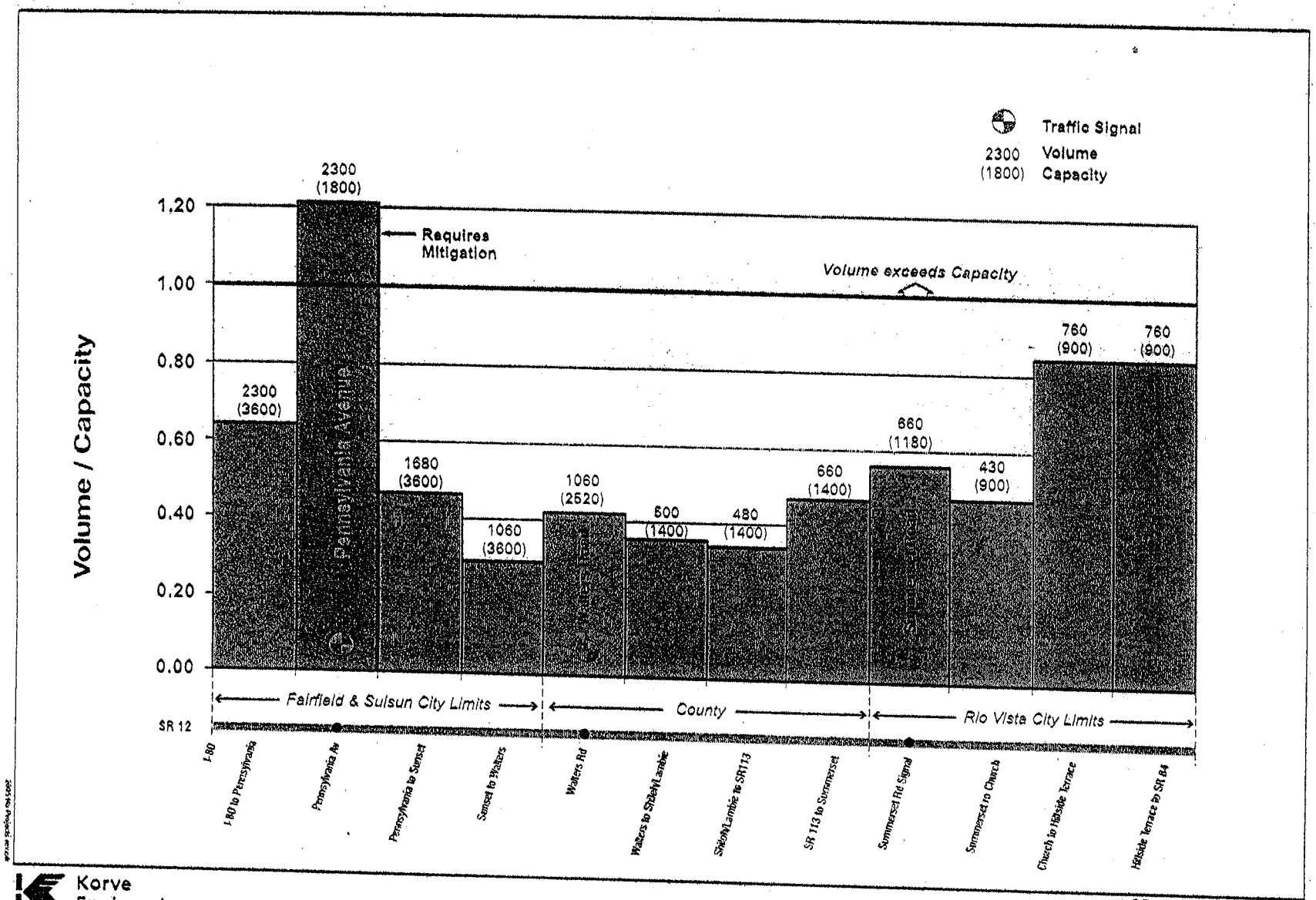
KORVE ENGINEERING, INC.

Bill Burton, PE
Senior Traffic Engineer

Attachment

Volume/Capacity Figures

Traffic Signal Warrant Worksheets



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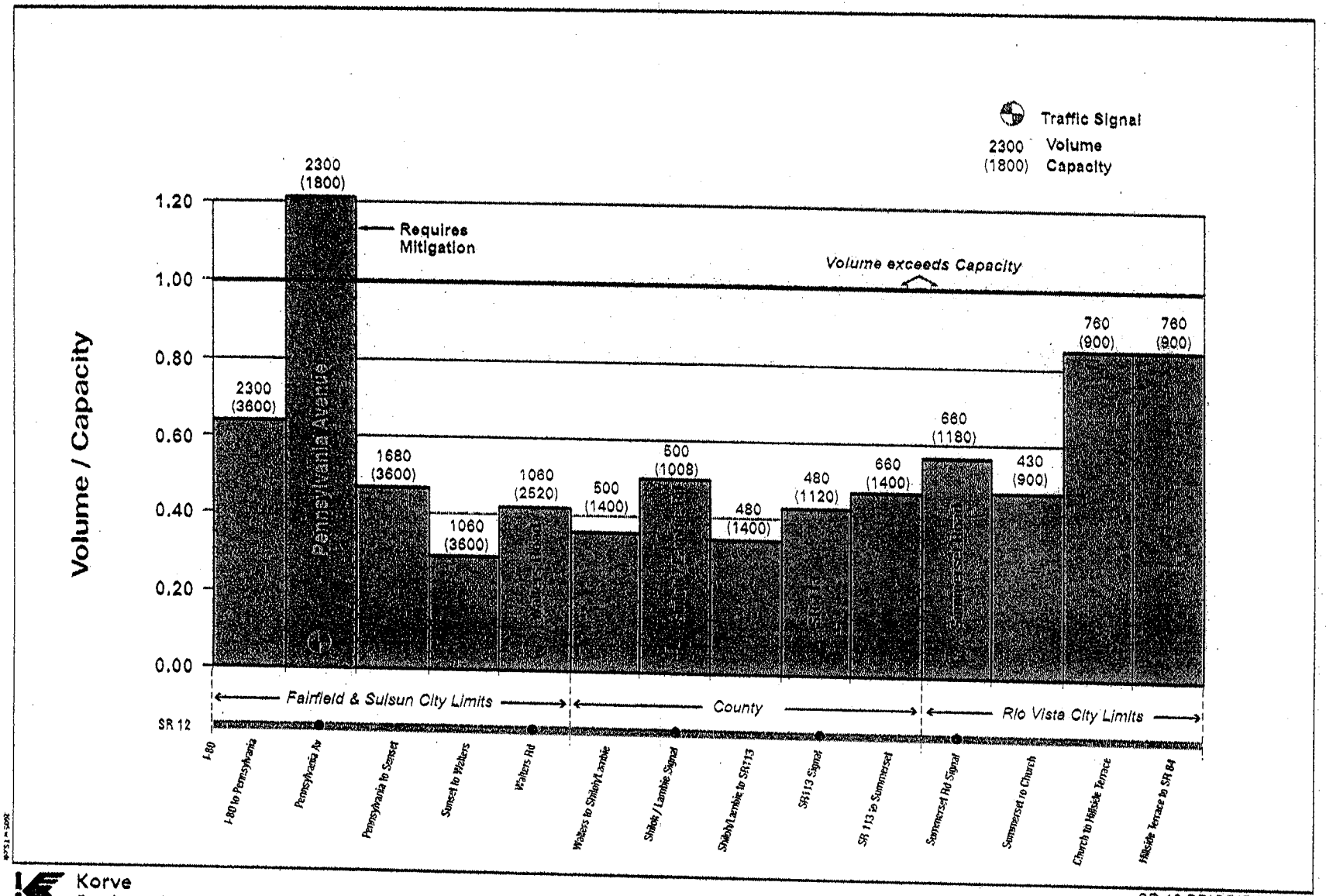
SR 12 PRIORITIZATION

Figure 1

EASTBOUND 2005 WITH NO PROJECTS

PM Peak Hour



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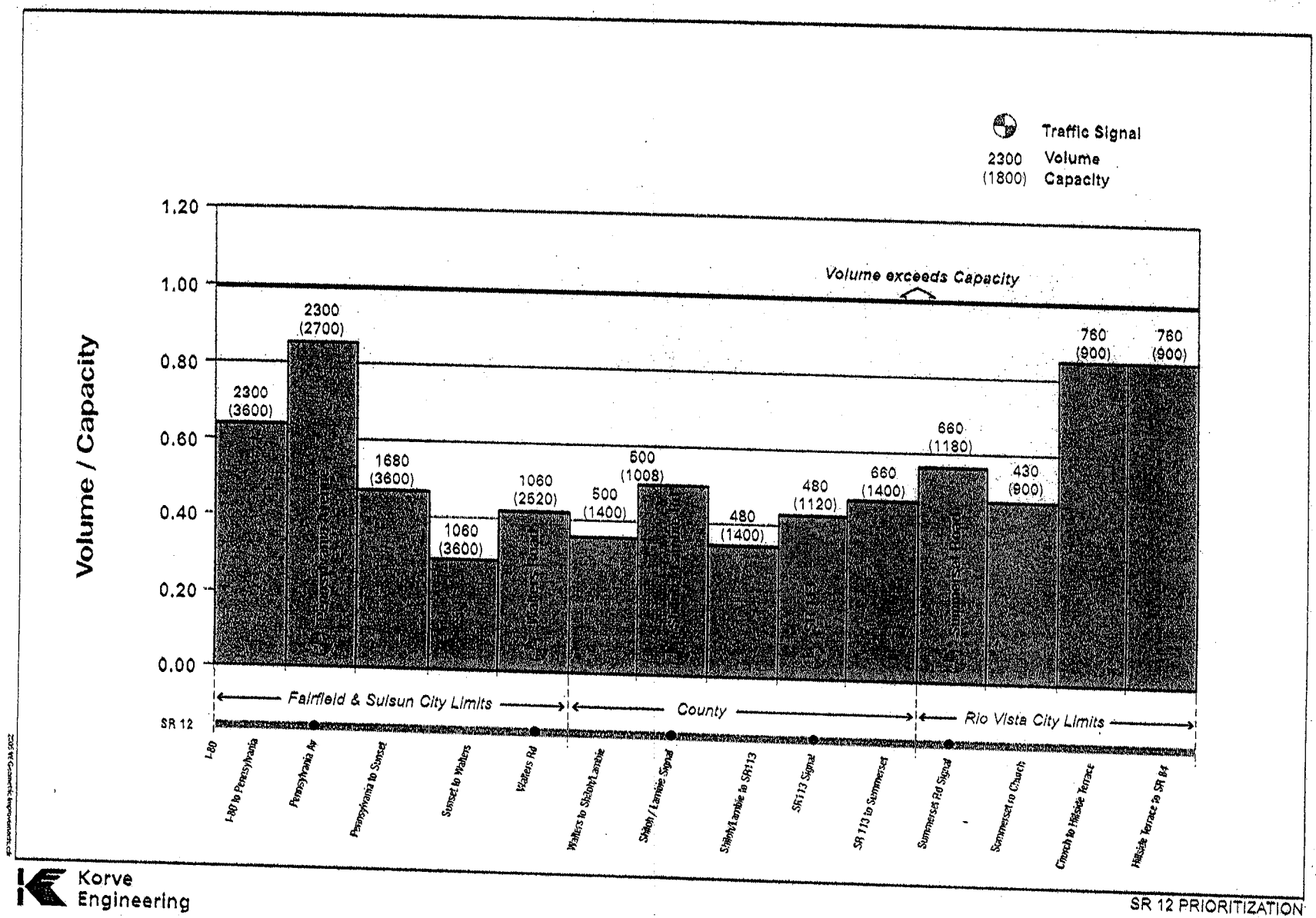
SR 12 PRIORITIZATION

Figure 2

EASTBOUND 2005 WITH TRAFFIC SIGNALS AT SHILOH/LAMBIE AND SR 113

PM Peak Hour



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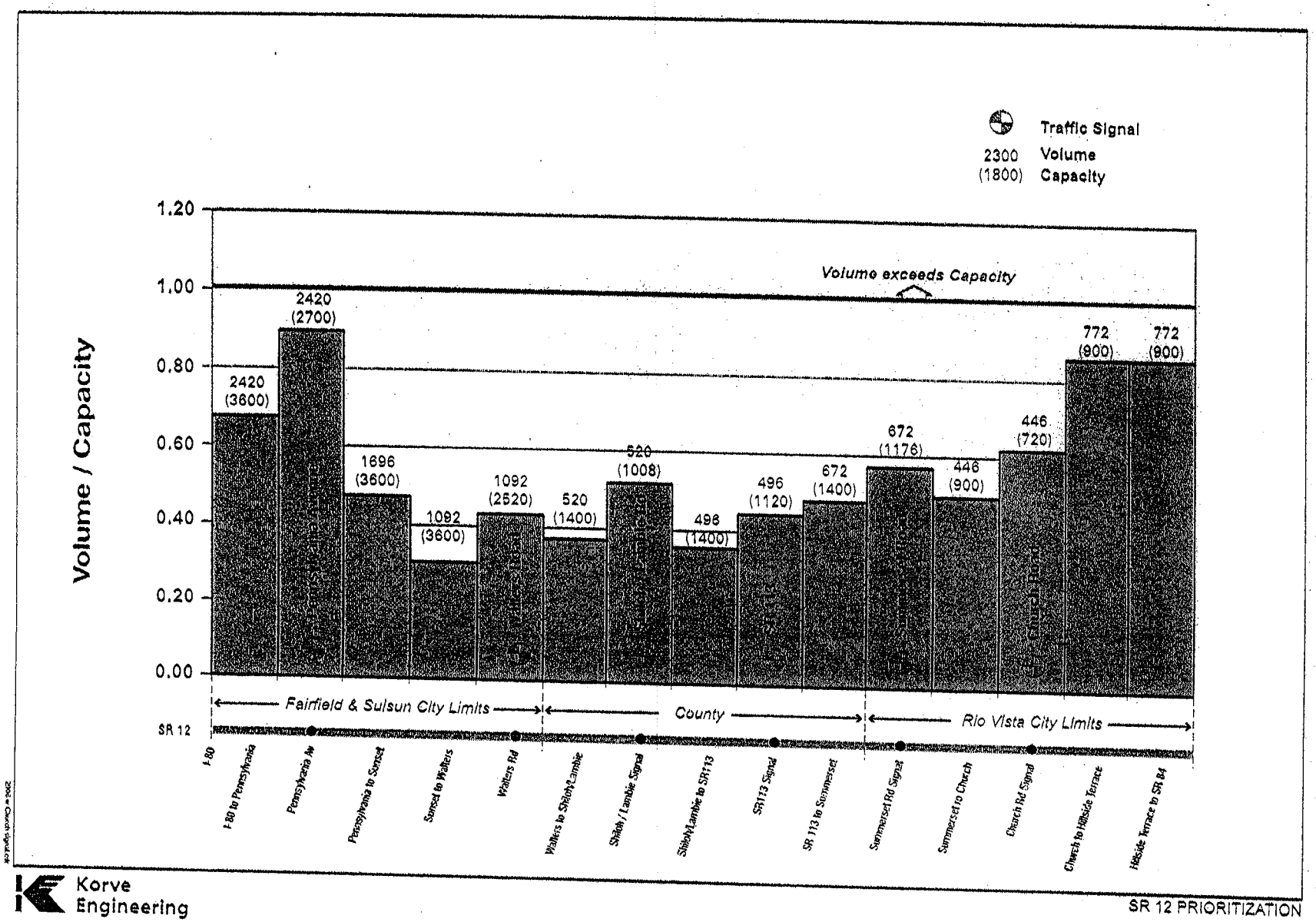
SR 12 PRIORITIZATION

Figure 3

EASTBOUND 2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA

PM Peak Hour



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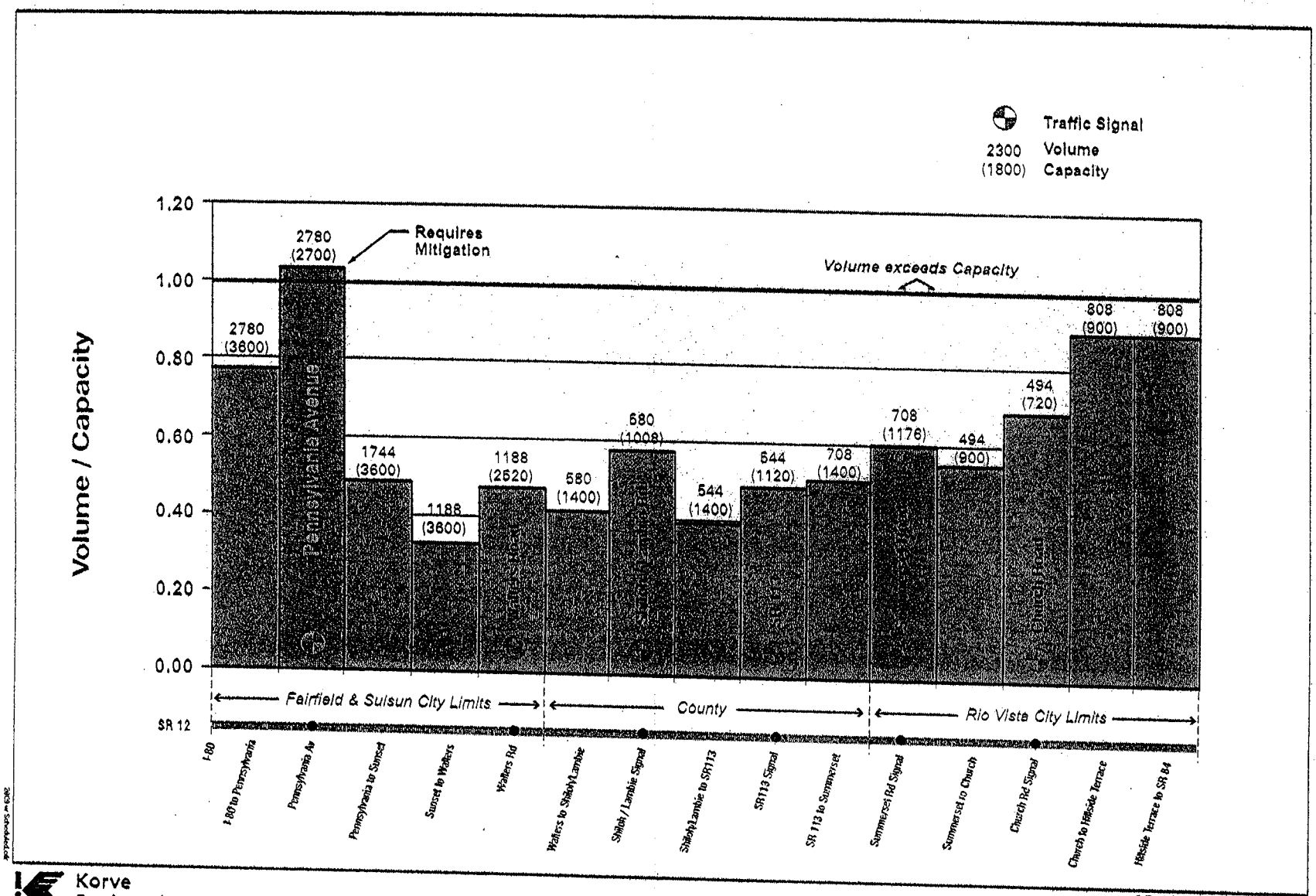
SR 12 PRIORITIZATION

Figure 4

EASTBOUND 2006 WITH TRAFFIC SIGNALS AT CHURCH ROAD

PM Peak Hour



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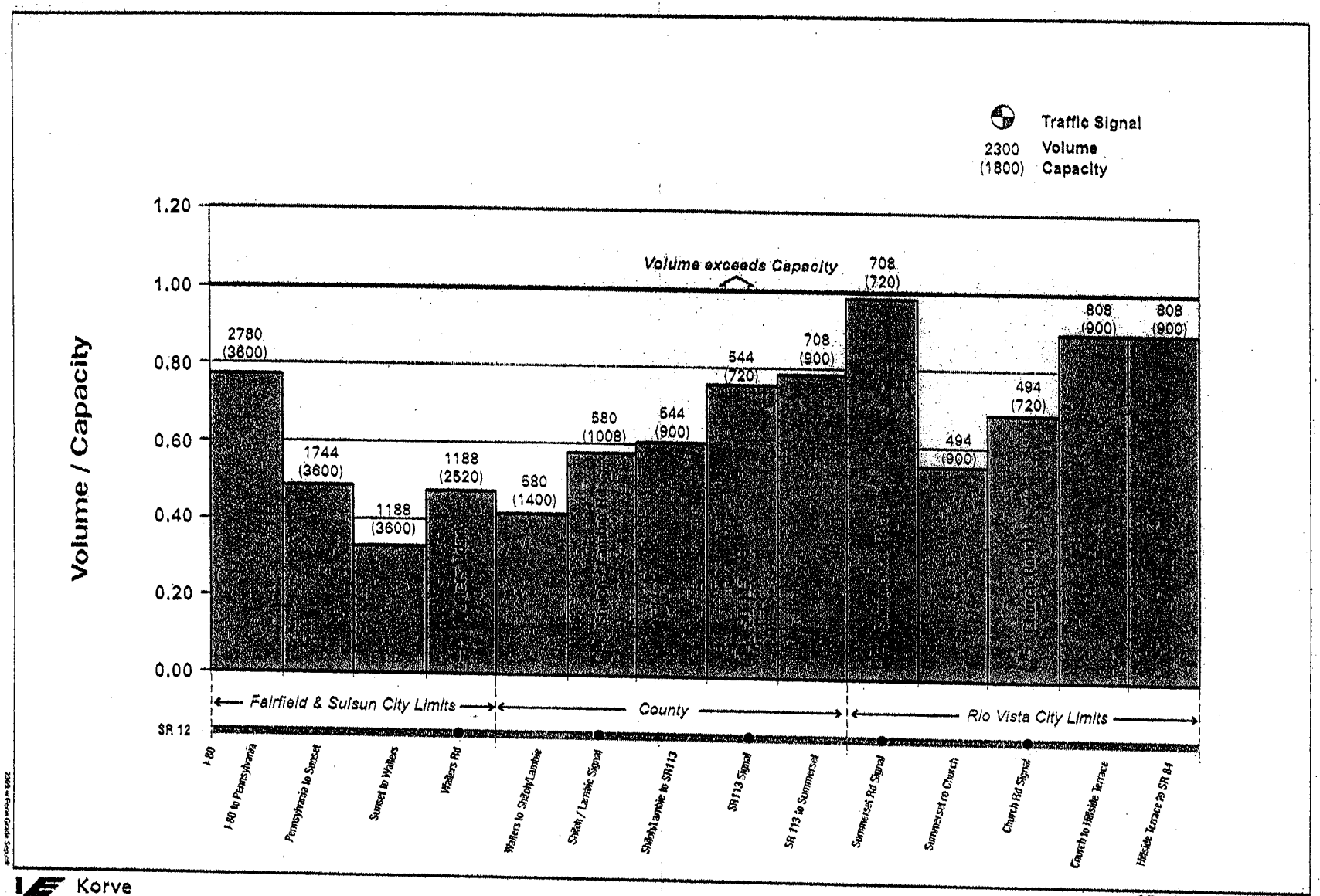
SR 12 PRIORITIZATION

Figure 5

EASTBOUND 2009 WITH SCHEDULED PROJECTS

PM Peak Hour



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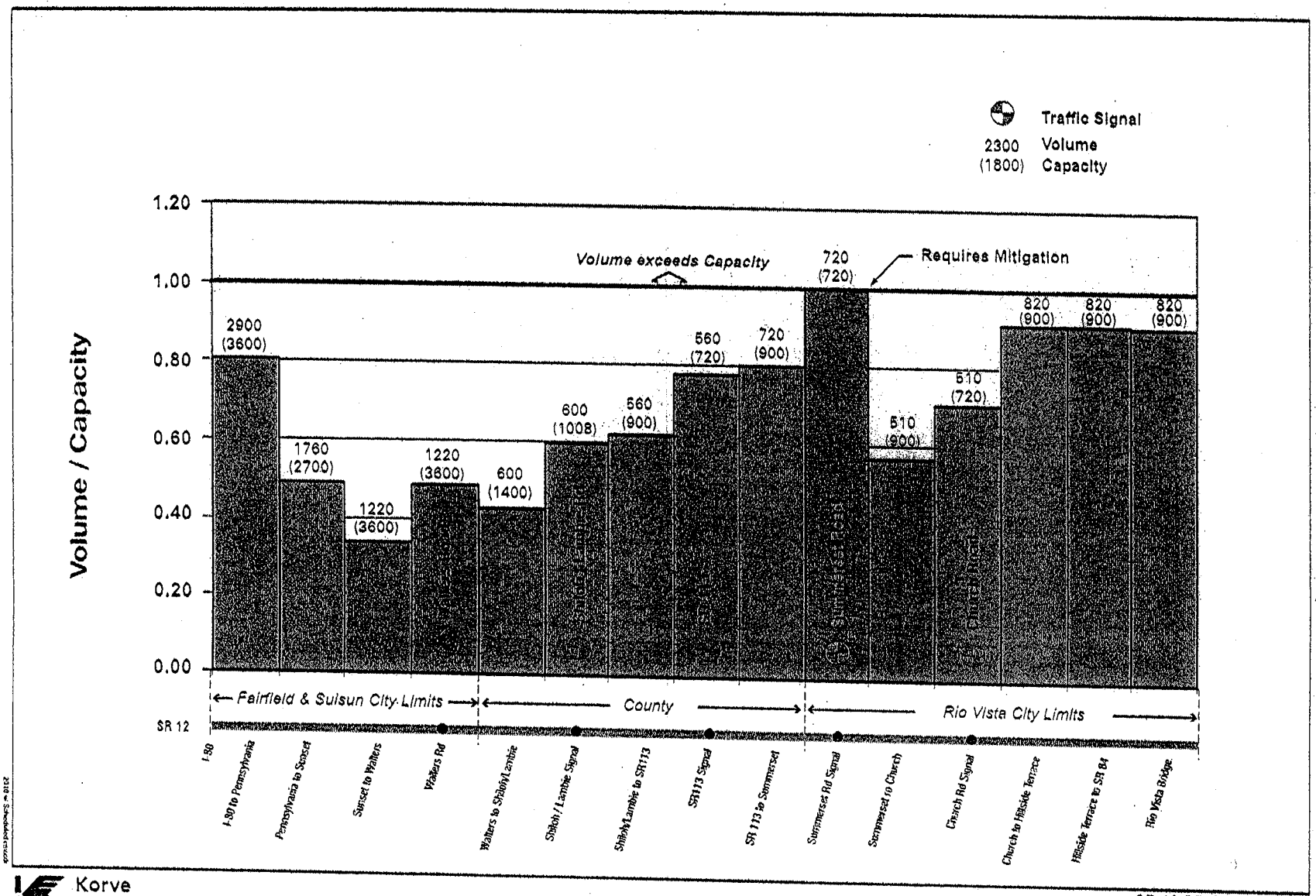
SR 12 PRIORITIZATION

Figure 6

EASTBOUND 2009 WITH PENNSYLVANIA GRADE SEPARATION

PM Peak Hour



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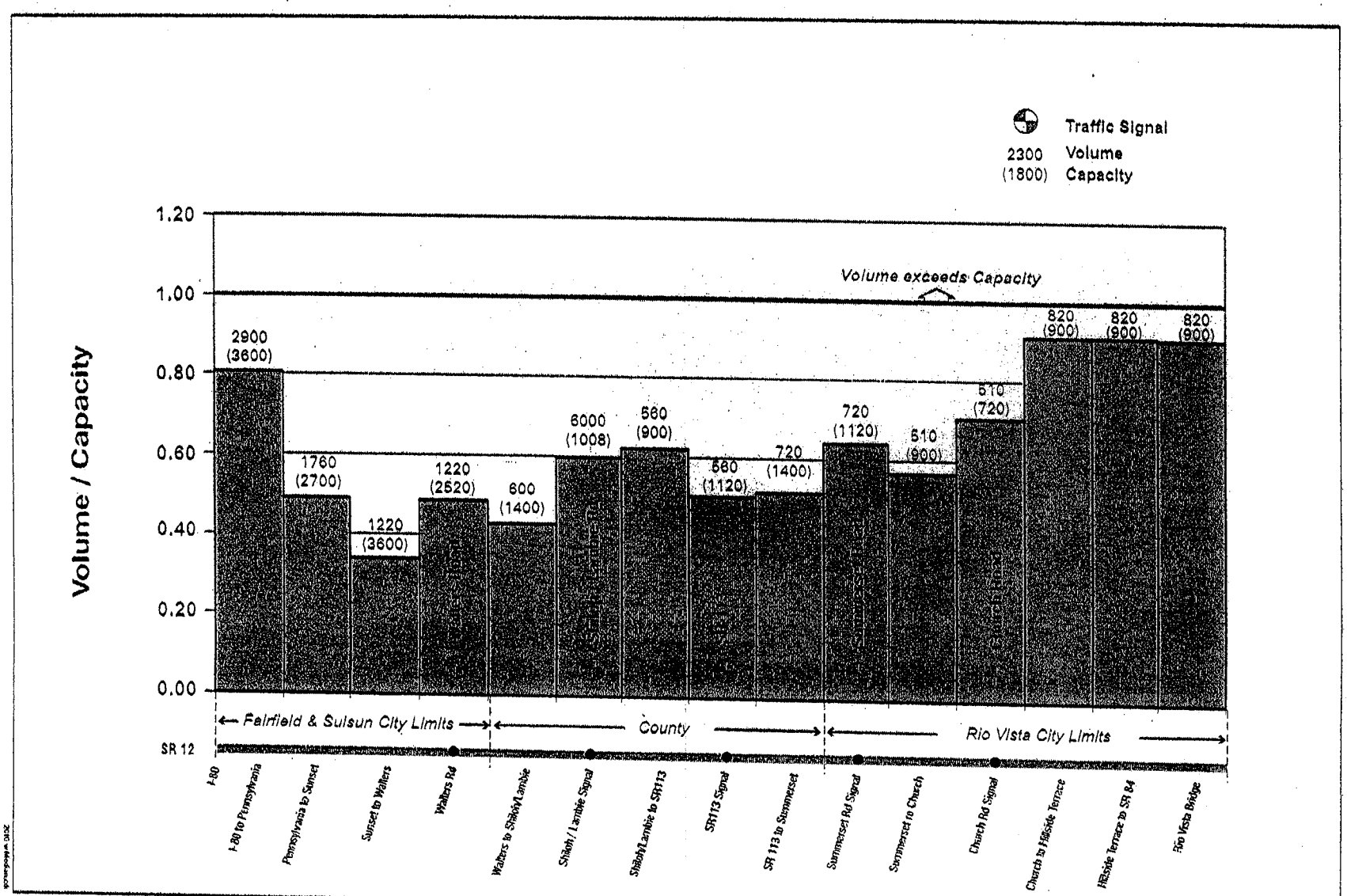
SR 12 PRIORITIZATION

Figure 7

EASTBOUND 2010 WITH SCHEDULED PROJECTS

PM Peak Hour



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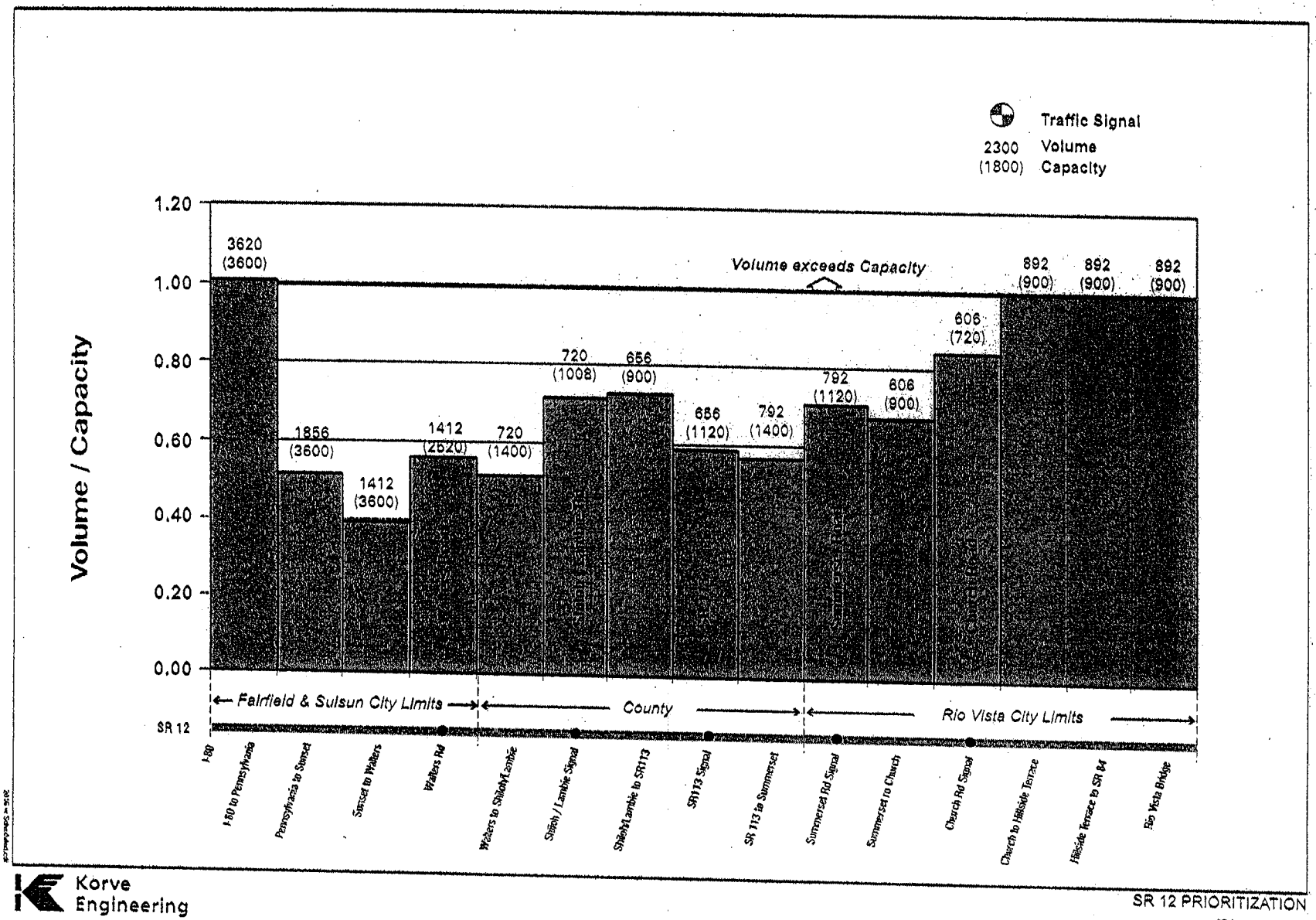
SR 12 PRIORITIZATION

Figure 8

EASTBOUND 2010 WITH MEDIAN AND SHOULDERS

PM Peak Hour



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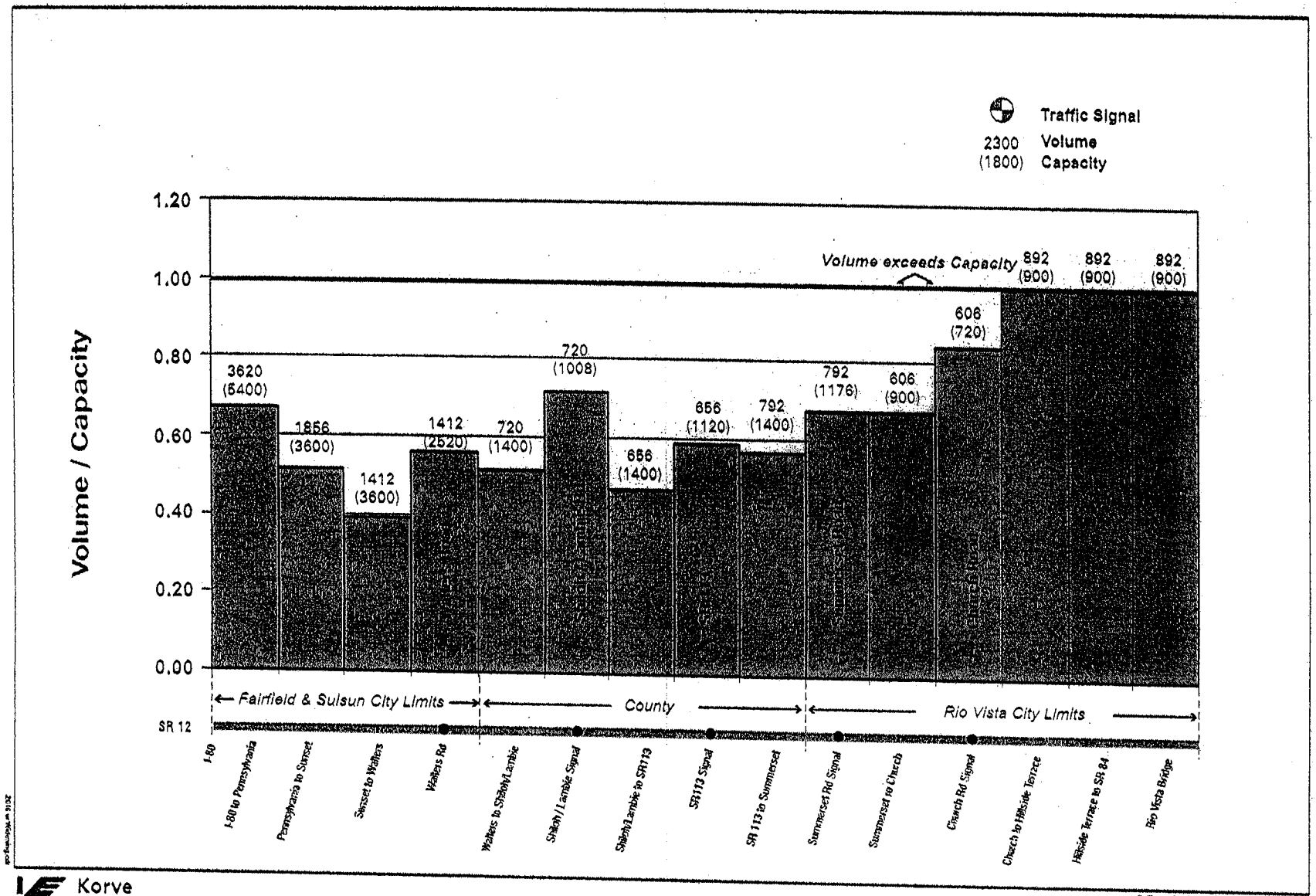
SR 12 PRIORITIZATION

Figure 9

EASTBOUND 2016 WITH SCHEDULED PROJECTS

PM Peak Hour



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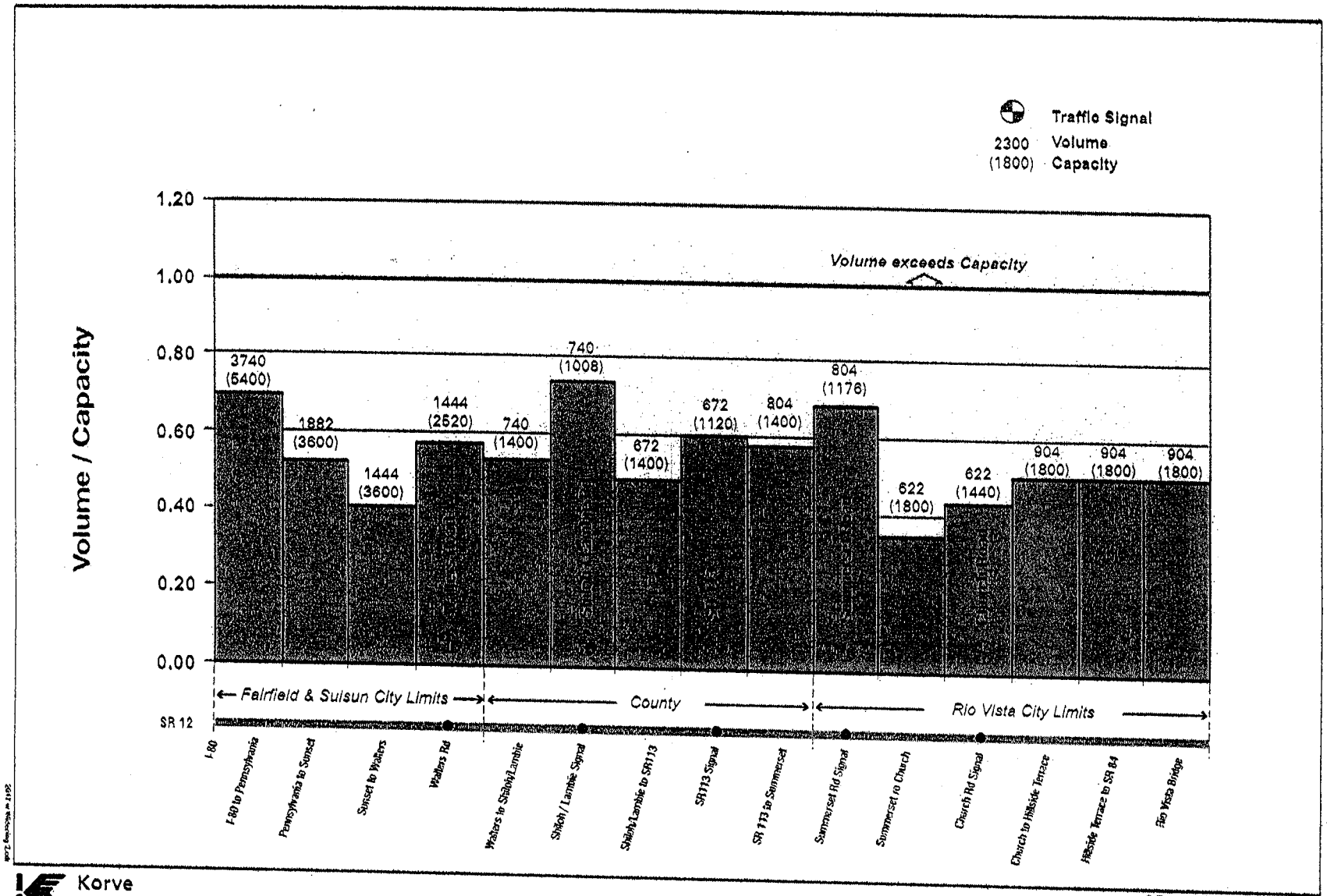
SR 12 PRIORITIZATION

Figure 10

EASTBOUND 2016 WITH WIDENING FROM I-80 TO WEBSTER/JACKSON

PM Peak Hour



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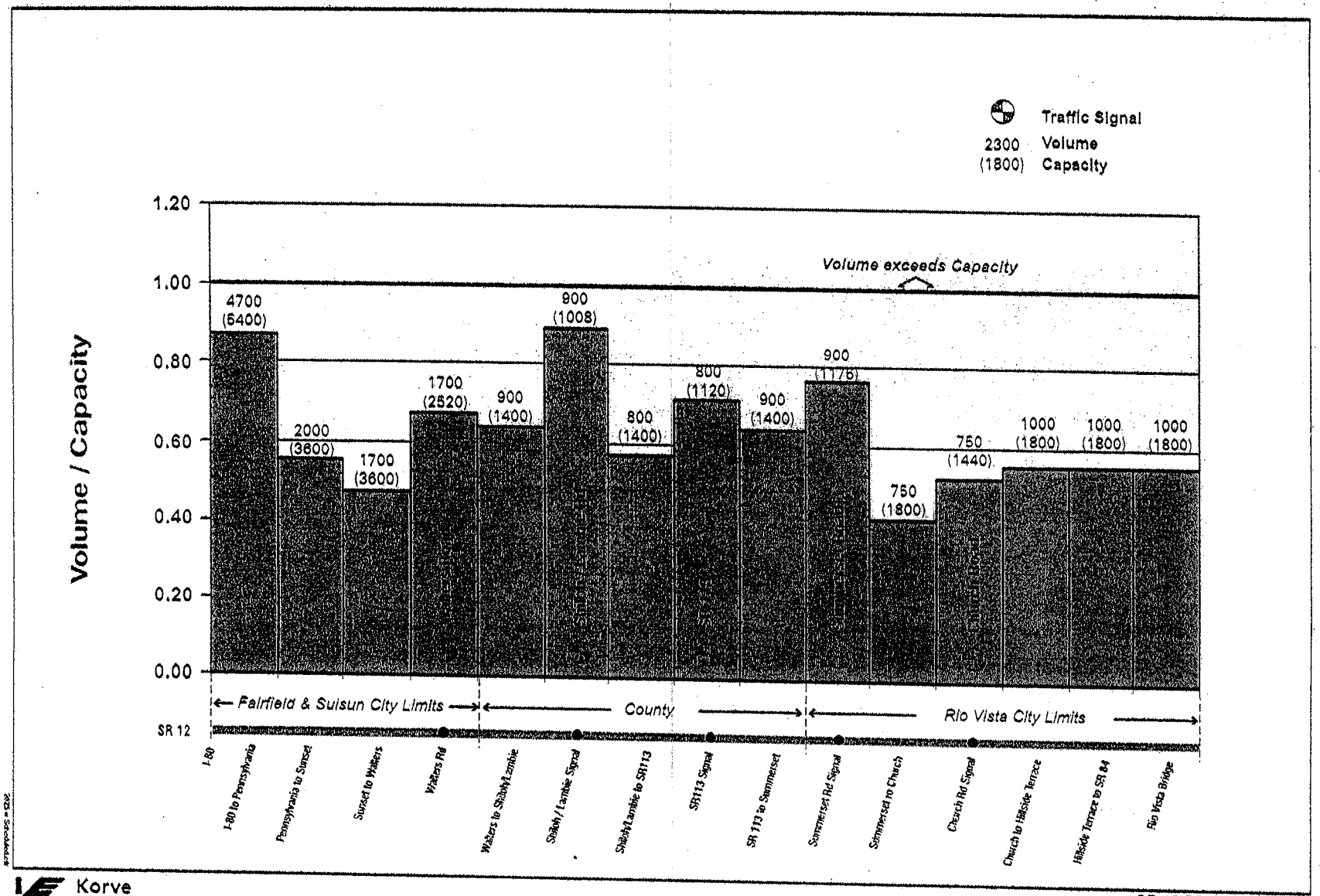
SR 12 PRIORITIZATION

Figure 11

2017 WITH WIDENING FROM SUMMERSET ROAD TO SR 84 & RIO VISTA BRIDGE

PM Peak Hour



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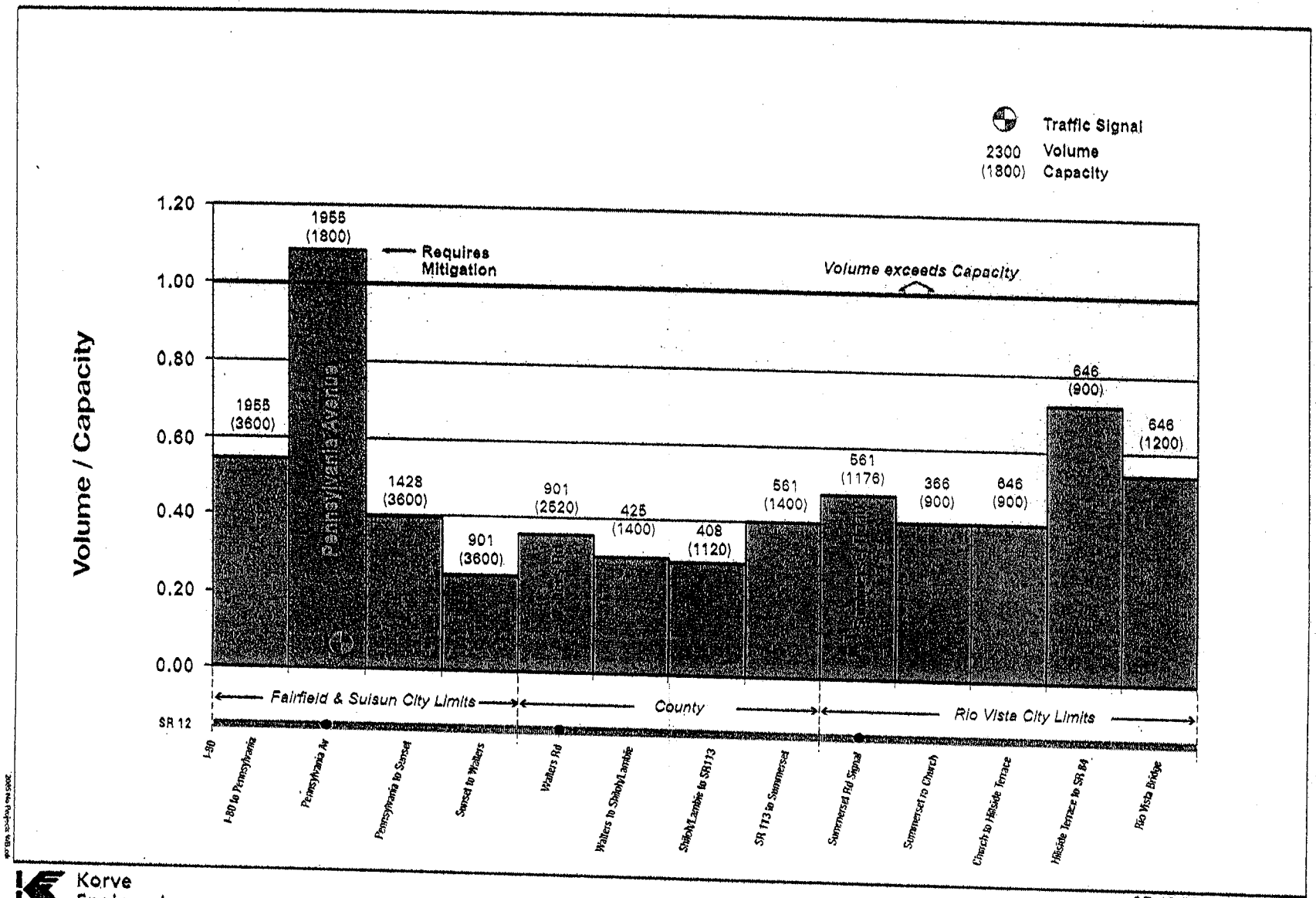
SR 12 PRIORITIZATION

Figure 12

EASTBOUND 2025 WITH SCHEDULED PROJECTS

PM Peak Hour



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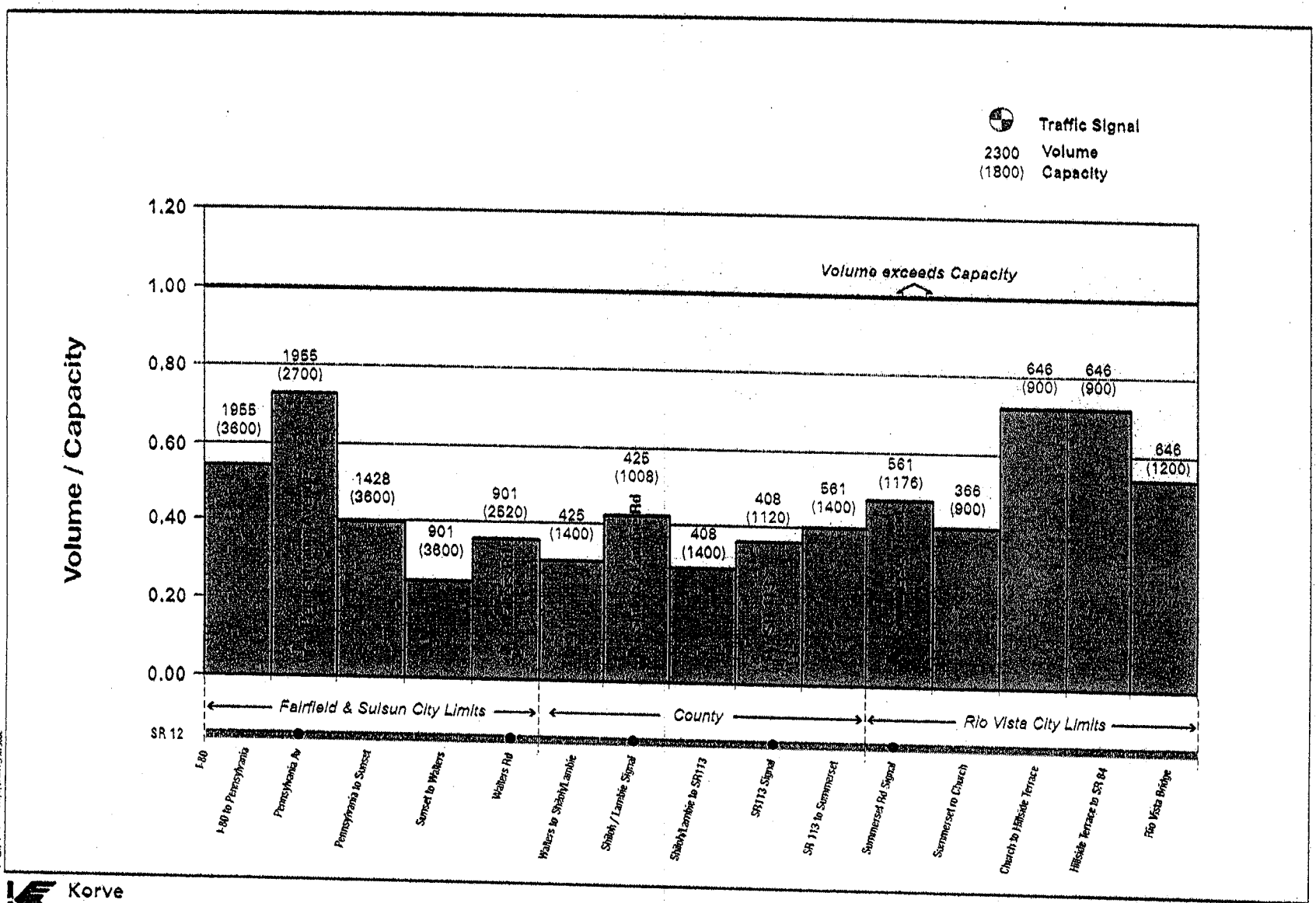
SR 12 PRIORITIZATION

Figure 13

WESTBOUND 2005 WITH NO PROJECTS

AM Peak Hour



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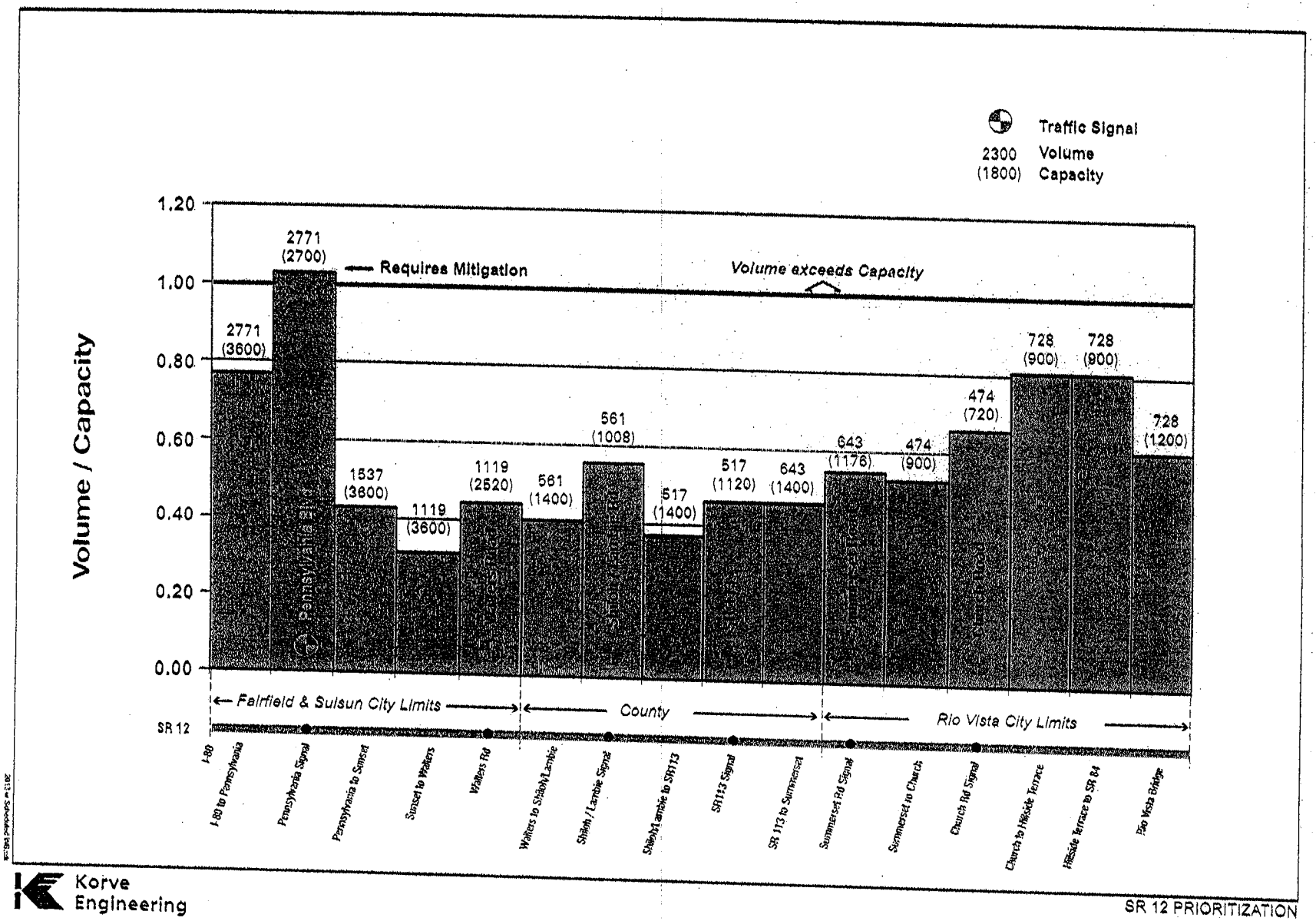
SR 12 PRIORITIZATION

Figure 14

WESTBOUND 2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA

AM Peak Hour



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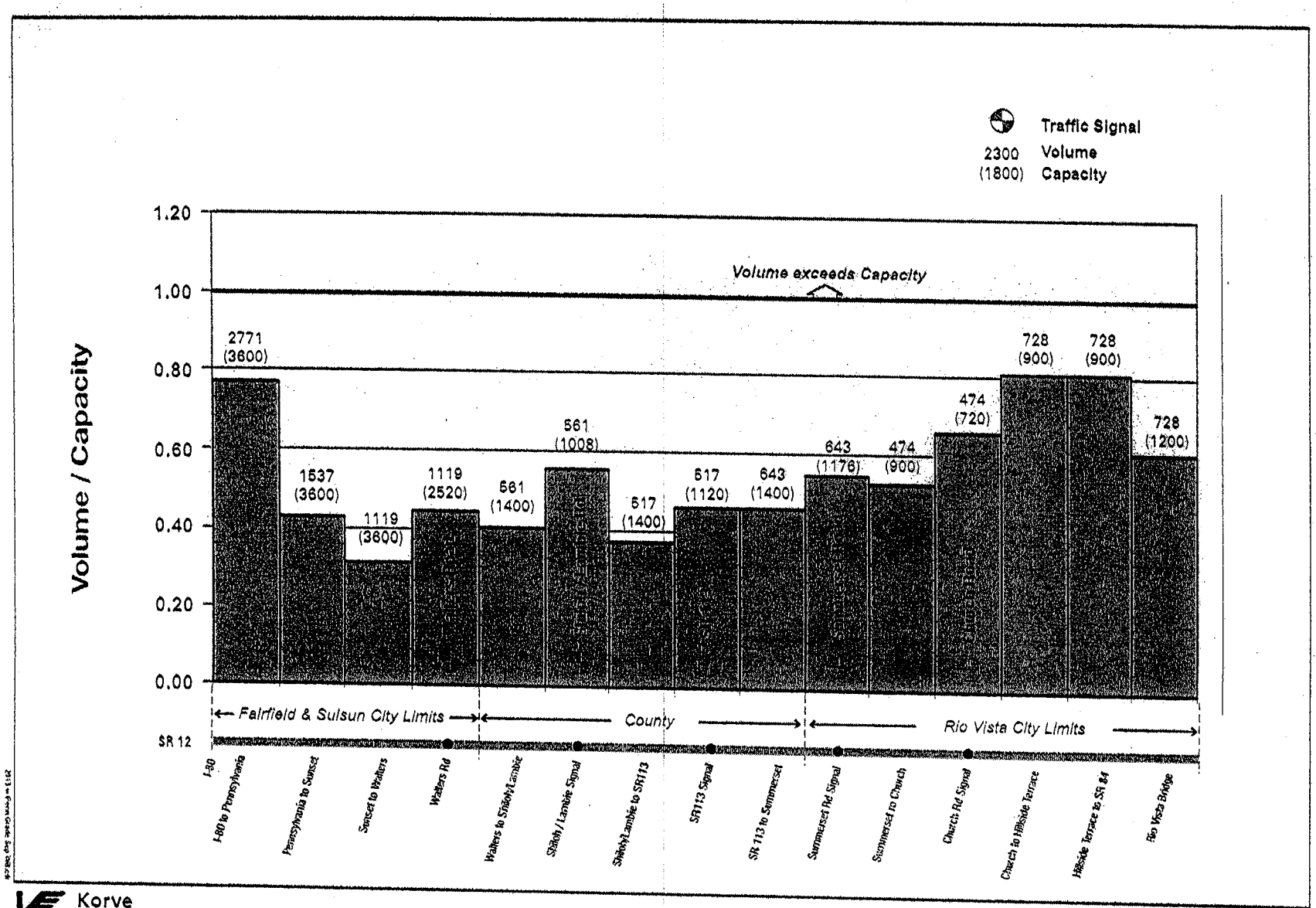
SR 12 PRIORITIZATION

Figure 15

WESTBOUND 2013 WITH SCHEDULED PROJECTS

AM Peak Hour



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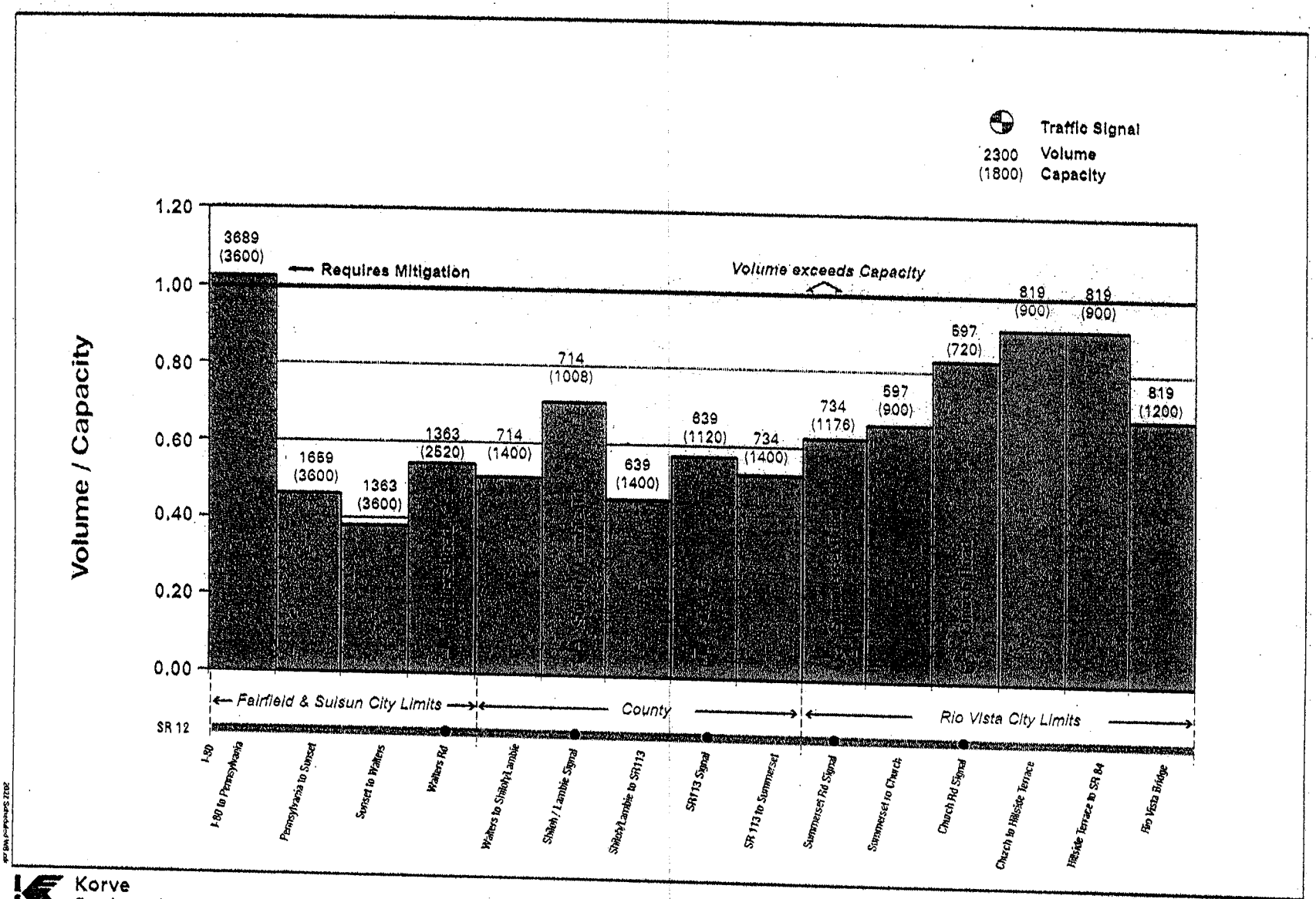
SR 12 PRIORITIZATION

Figure 16

WESTBOUND 2013 WITH PENNSYLVANIA GRADE SEPARATION

AM Peak Hour



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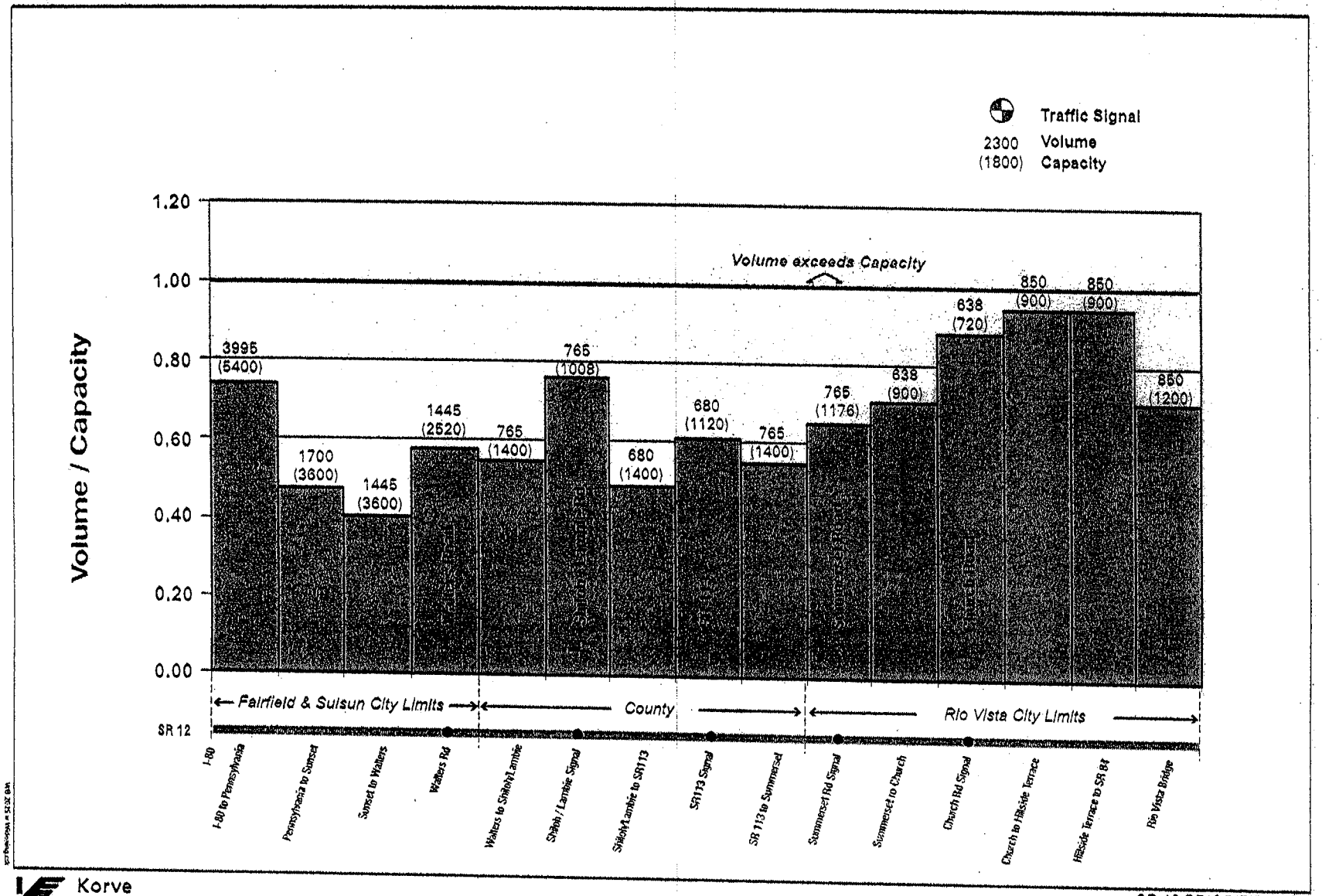
SR 12 PRIORITIZATION

Figure 17

WESTBOUND 2022 WITH SCHEDULED PROJECTS

AM Peak Hour



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SR 12 PRIORITIZATION

Figure 18

WESTBOUND 2025 WITH WIDENING BETWEEN I-80 AND WEBSTER/JACKSON

AM Peak Hour

Figure 4C-101 Traffic Signal Warrants Worksheet

4	SOL	12	30.85	CALC GR	DATE 7/20/05
DIST	CO	RTE	KPM	CHK BB	DATE 7/20/05

Major St: SR 12 — Critical Approach Speed 75 km/h

Minor St: SR 113 — Critical Approach Speed 64 km/h

Critical Speed of major street > 64 km/h (40 mph)..... [X]

In built up area of isolated community of < 10,000 population..... [X]

RURAL (R)

[ ] URBAN (U)

WARRANT 3 - Peak Hour

PART A SATISFIED YES [X] NO [ ]

PART B SATISFIED YES [X] NO [ ]

PART A SATISFIED YES [X] NO [ ]

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND — YES [X] NO [ ]

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — YES [X] NO [ ]

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. — YES [X] NO [ ]

PART B SATISFIED YES [X] NO [ ]

			Hour 4:00-5:00	4:15-5:15	4:30-5:30	4:45-5:45
APPROACH LANES	One	2 or More				
Both Approaches - Major Street	X		857	863	857	830
Highest Approach - Minor Street	X		146	141	122	109

2000 Volumes (from SR12 MIS)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

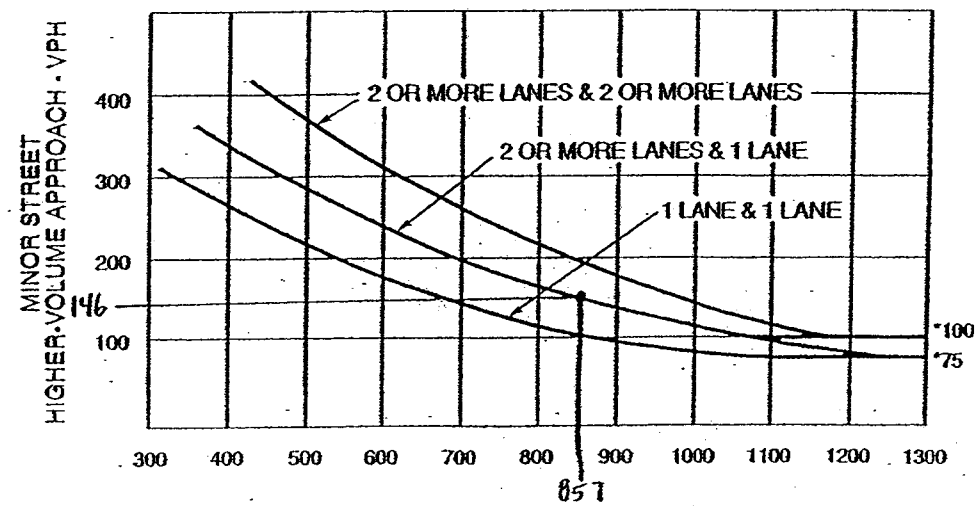


Figure 4C-101 Traffic Signal Warrants Worksheet

4	SOL	12	24.9	CALC	GR	DATE	7/20/05
DIST	CO	RTE	KPM	CHK	BB	DATE	7/20/05

Major St: SR 12 — Critical Approach Speed: 75 km/h

Minor St: Lambie/Shiloh — Critical Approach Speed: 64 km/h

Critical Speed of major street > 64 km/h (40 mph)..... [X]

In built up area of isolated community of < 10,000 population..... [X]

RURAL (R)

[ ] URBAN (U)

WARRANT 3 - Peak Hour

PART A SATISFIED — YES [X] NO [ ]

PART B SATISFIED — YES [X] NO [ ]

PART A — SATISFIED — YES [X] NO [ ]

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND — YES [X] NO [ ]

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — YES [X] NO [ ]

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. — YES [X] NO [ ]

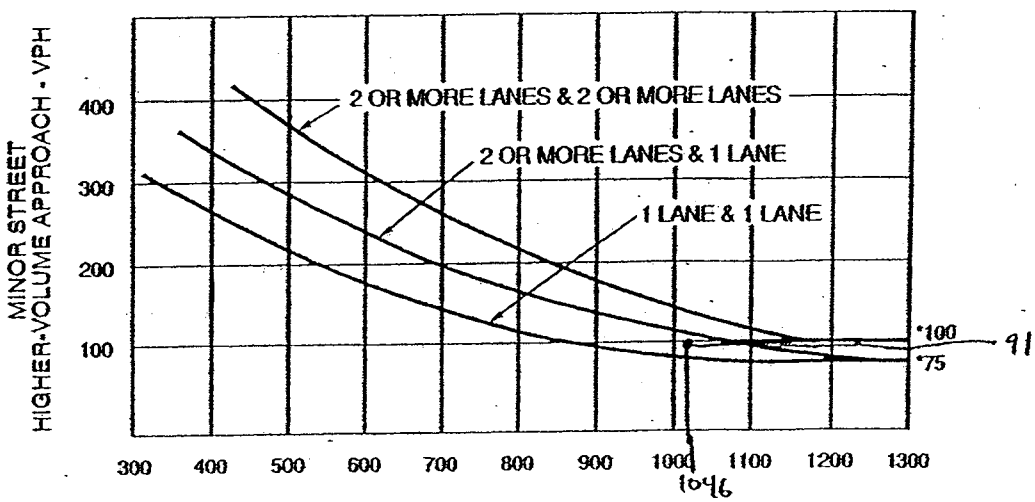
PART B — SATISFIED — YES [X] NO [ ]

			Hour			
APPROACH LANES	One	2 +	4:00-5:00	4:15-5:15	4:30-5:30	4:45-5:45
Both Approaches - Major Street	X		1051	1046	1001	927
Highest Approach - Minor Street	X		80	91	87	83

2005 Volumes (projected)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower

Figure 4C-101 Traffic Signal Warrants Worksheet

4	SOL	12	39.9	CALC GR	DATE 7/20/05
DIST	CO	RTE	KPM	CHK BB	DATE 7/20/05

Major St: SR 12 Critical Approach Speed 75 km/h

Minor St: Church Critical Approach Speed 64 km/h

Critical Speed of major street > 64 km/h (40 mph) ..... [X]

In built up area of isolated community of < 10,000 population ..... [X]

RURAL (R)

[ ] URBAN (U)

WARRANT 3 - Peak Hour

PART A SATISFIED YES [X] NO [ ]

PART B SATISFIED YES [X] NO [ ]

PART A SATISFIED YES [X] NO [ ]

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND — YES [X] NO [ ]

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — YES [X] NO [ ]

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. — YES [X] NO [ ]

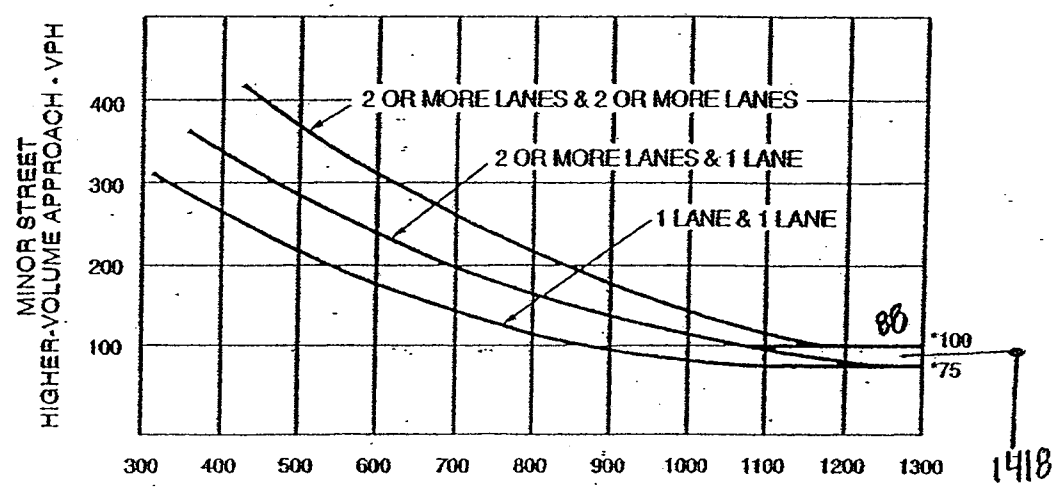
PART B SATISFIED YES [X] NO [ ]

			Hour			
APPROACH LANES	One	2 +	4:15-5:15	4:30-5:30	4:45-5:45	5:00-6:00
Both Approaches - Major Street	X		1396	1418	1408	1380
Highest Approach - Minor Street	X		85	88	86	76

2006 Volumes (projected)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

*Note: 100 vph applies as the threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

STA
Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

August 19, 2005

Members:
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Vallejo

Dana Cowell
Deputy District Director, Transportation Planning
California Department of Transportation
111 Grand Avenue
Oakland, CA 94623

RE: State Route 12 Major Investments Study (MIS) Improvements

Dear Dana:

As we discussed briefly on Wednesday August 17th in the Solano Transportation Authority (STA) offices, I am submitting a second draft of an MIS that was produced by our consultant, Korve Engineering dated July 20, 2005. The intention of this study is to help the STA and Caltrans identify and prioritize improvements along the State Route 12 corridor, from Interstate 80 in Fairfield to the Rio Vista Bridge in the city of Rio Vista.

This draft was modified after discussions with Albert Yee, Deputy District Director Operations and his staff. We are hoping the detail of study, the identification of specific projects, and a general sequence of priority meets the District's satisfaction. The STA would like to use this study as a blue print for prioritization and development of Project Study Reports (PSR), to be produced by the STA or the Department.

Our desire is to be developing PSR that will allow for some near term improvements to be identified and programmed in the appropriate STIP or SHOPP cycles. As always, it is the STA's desire to have concurrence that the identified projects, and sequence of delivery are consistent with the District's determination.

Would you please indicate to Dan Christians, Director of Planning for the STA as to the acceptability of the attached MIS. It is the STA's desire to identify specific candidate projects to begin PSR work on immediately.

Sincerely,

Andrew B. Fremier,
Director of Projects, Solano Transportation Authority

CC: Albert Yee, Caltrans District 4-Deputy District Director Operations
Yader Bermudez, Caltrans District4-Deputy District Director, Maintenance
Daryl Halls, Executive Director, STA
Dan Christians, Director of Planning, STA
Jennifer Tongson, Assistant Project Manager, STA

Comments from Caltrans District 4 Office of Highway Operations and Office of System & Regional Planning

State Route 12 Major Investments Study (MIS)
Prioritization of Improvements

General Comments

- As in the 1/21/05 version, this memorandum only summarizes the prioritization of projects on SR-12. All traffic volumes (unconstrained and constrained), on which the V/C ratios are based, should be provided so that the Office of Highway Operations can verify the conclusions and recommendations in this memorandum.

Prioritization of Capacity Improvements

- Paragraph 2: Please explain why AM peak hour model runs were not conducted. Model runs would give a more accurate reflection of traffic movements instead of reversing the direction of the PM peak hour volumes and factoring them down to reflect lower morning peak hour traffic volumes.

- Paragraph 3: This paragraph indicates that V/C ratios were calculated for segments and intersections considering the constraining effect of bottlenecks. If constraints were considered when determining the V/C ratios, constrained volumes reaching downstream segments should be included somewhere in the document. Figures 1-18 appear to show only demand volumes and capacity. The Office of Highway Operations will need both in order to verify the proposed projects and prioritization.

- Paragraph 4: Indicates intersection capacities were determined based on green time. Since signal timing is often changed for some intersections based on approach volumes, this methodology should be checked. To check intersection capacities, I suggest determining the V/C by summing the critical movements and using a capacity of 1500.

Contact:
Cameron Oakes
Associate Transportation Planner
Office of System & Regional Planning
Caltrans District 4
P.O. Box 23660
Oakland, CA 94623-0660
510/622-5758

Korve Engineering

October 6, 2005

Mr. Dan Christians
Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: SR 12 MIS PRIORITIZATION – RESPONSE TO COMMENTS

Dear Mr. Christians:

This letter has been prepared to provide our responses to Caltrans' comments of September 23rd on the Revised SR 12 MIS Project Prioritization Report of July 20, 2005. For clarity we have included and italicized Caltrans' comments prior to our responses below.

General Comments

- *As in the 1/21/05 version, this memorandum only summarizes the prioritization of projects on SR-12. All traffic volumes (unconstrained and constrained), on which the V/C ratios are based, should be provided so that the Office of Highway Operations can verify the conclusions and recommendations in this memorandum.*

Response – Figures A through D, which are attached, illustrate the unconstrained travel demand in the years 2005 and 2025. The July 20, 2005 report illustrates the constrained demand in the AM and PM peak hours in the peak directions of travel.

Prioritization of Capacity Improvements

- *Paragraph 2: Please explain why AM peak hour model runs were not conducted. Model runs would give a more accurate reflection of traffic movements instead of reversing the direction of the PM peak hour volumes and factoring them down to reflect lower morning peak hour traffic volumes.*

Response - The SR 12 MIS is based on the previous version of the Solano County model which did not model traffic conditions in the AM peak hour.

- *Paragraph 3: This paragraph indicates that V/C ratios were calculated for segments and intersections considering the constraining effect of bottlenecks. If constraints were considered when determining the V/C ratios, constrained volumes reaching downstream segments should be included somewhere in the document. Figures 1-18 appear to show only demand volumes and capacity. The Office of Highway Operations will need both in order to verify the proposed projects and prioritization.*

Response – Figures 1 through 18 in the July 20, 2005 report illustrate constrained volumes. The location of the corridor bottleneck is identified in red with the demand and capacity at the bottleneck location. Volumes on downstream segments are constrained.

A California Corporation

155 Grand Avenue, Suite 400
Oakland, CA 94612
510-763-2929
510-834-5220 Fax

With Offices in:
Los Angeles
San Jose
Salt Lake City

- *Paragraph 4: Indicates intersection capacities were determined based on green time. Since signal timing is often changed for some intersections based on approach volumes, this methodology should be checked. To check intersection capacities, I suggest determining the V/C by summing the critical movements and using a capacity of 1500.*

Response – The prioritization work assumes a lane capacity of 1,800 vehicles per hour per lane. As documented in the report, observations have identified a main-line green time of approximately 75 percent at critical intersections. Thus, an intersection's throughput capacity is assumed to be approximately 1,350 vehicles per hour per lane (1,800 x 0.75). If this planning level approach at intersections were replaced with an approach which limited intersection capacity to a critical movement v/c ratio of 1,500, the throughput capacity of intersections would be reduced by approximately 15 to 25 percent. This revision would result in a change in the prioritization of projects as it would reduce the assumed capacity. The modification would result in capacity improvements being prioritized in earlier years than reflected in the current report.

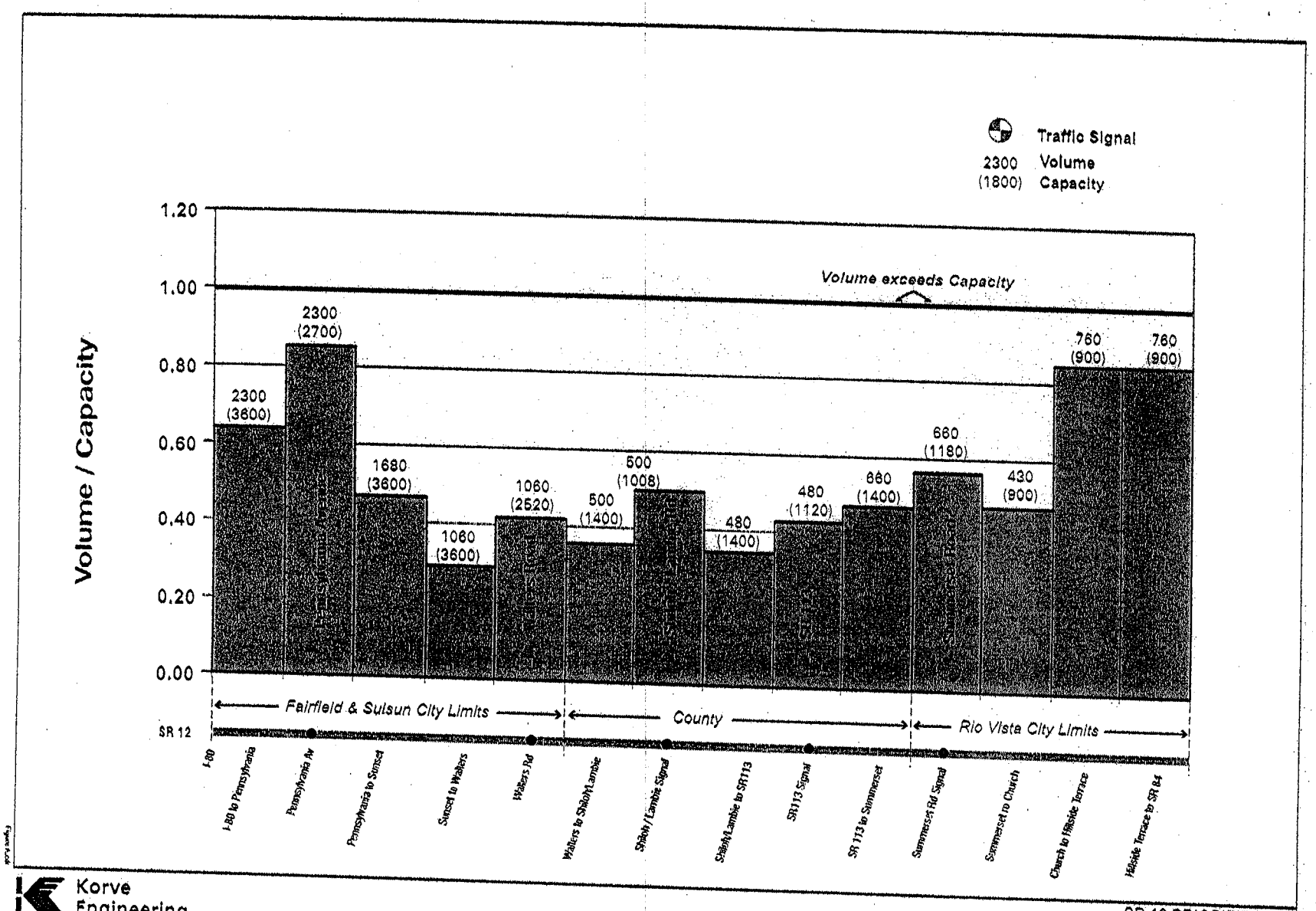
Please do not hesitate to call with any questions.

Sincerely,

KORVE ENGINEERING, INC.

Bill Burton, PE
Senior Traffic Engineer

Attachments



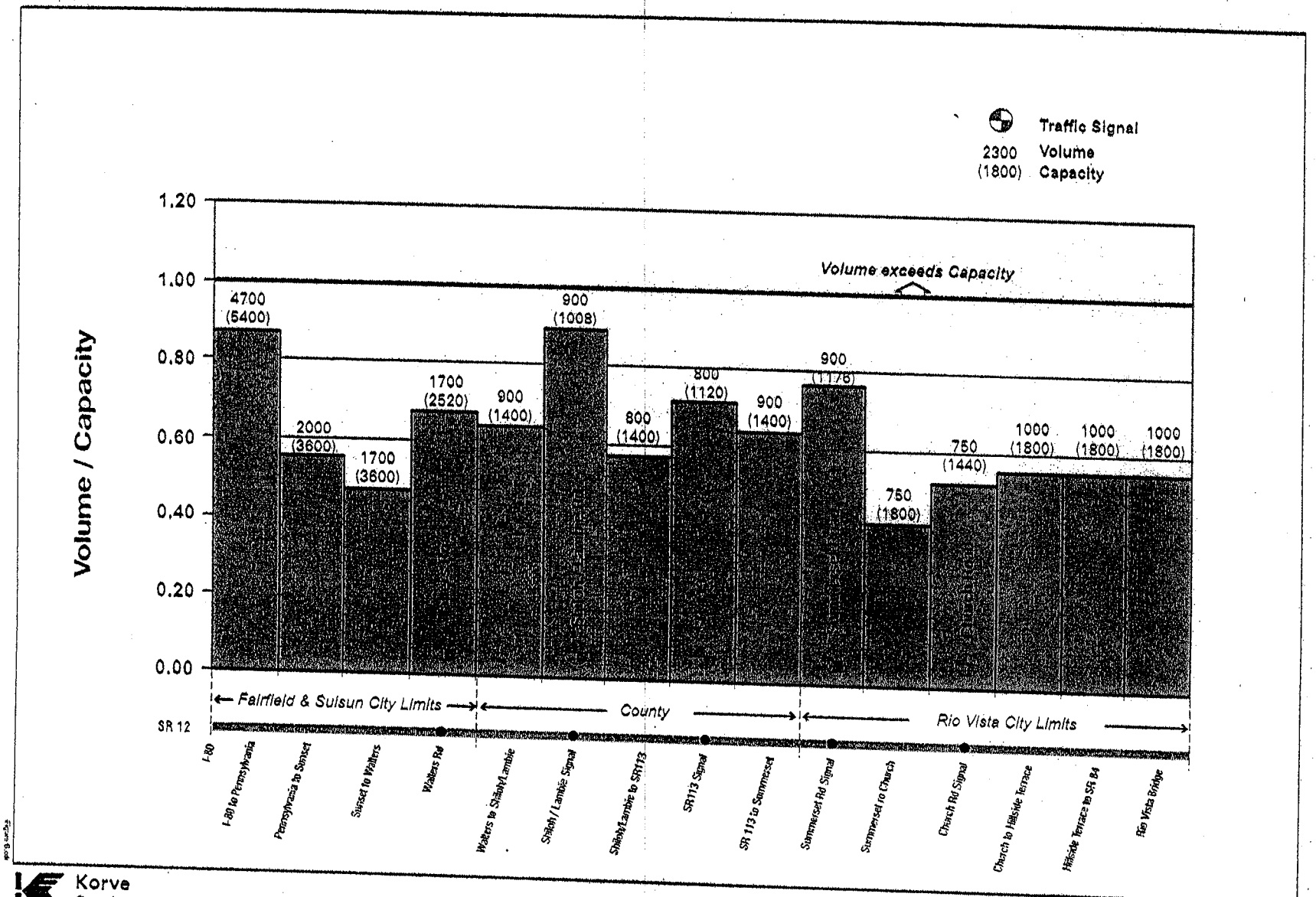
Korve Engineering

SR 12 PRIORITIZATION

Figure A

UNCONSTRAINED TRAVEL DEMAND - EASTBOUND 2005

PM Peak Hour



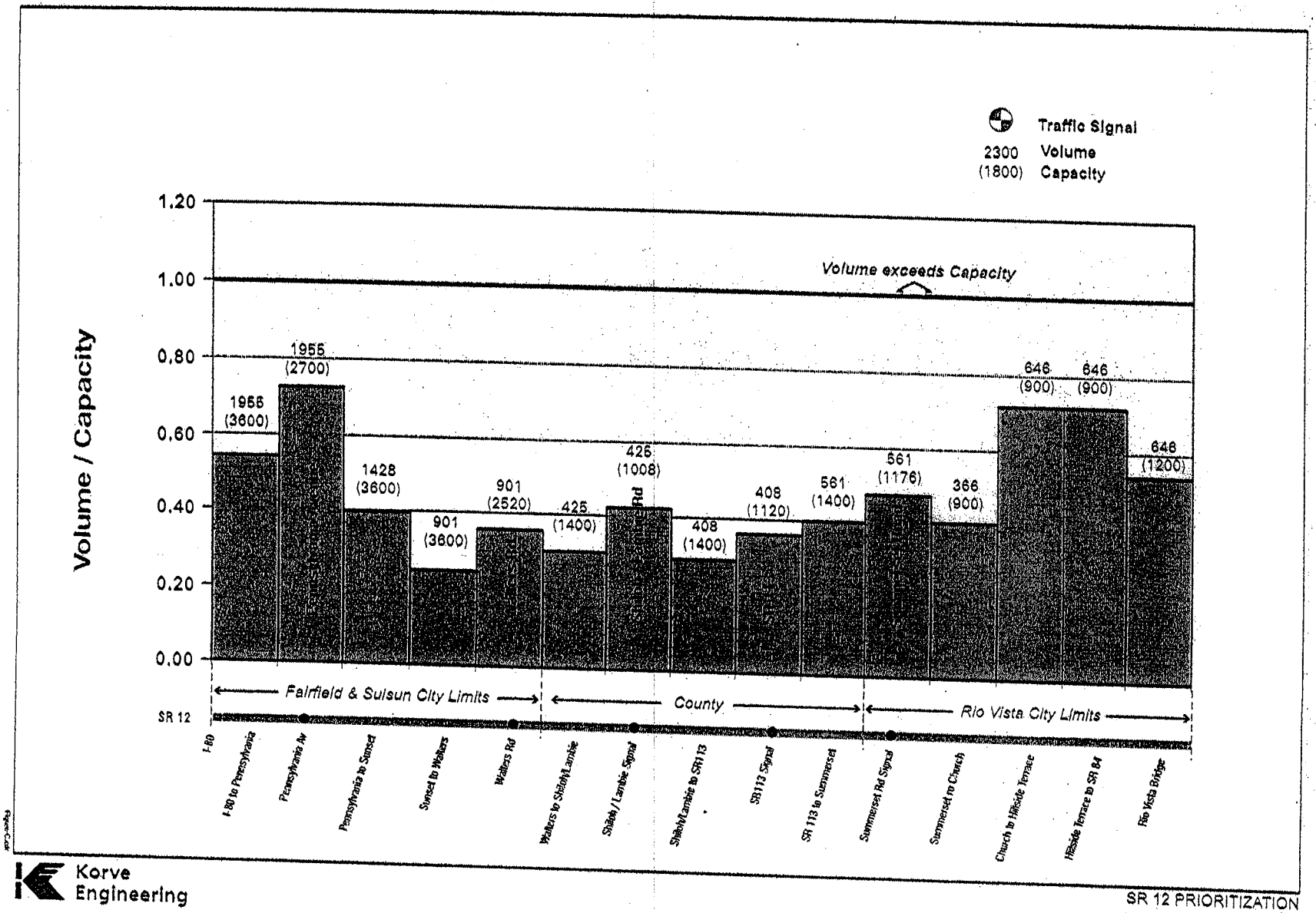
Korve Engineering

SR 12 PRIORITIZATION

Figure B

UNCONSTRAINED TRAVEL DEMAND - EASTBOUND 2025

PM Peak Hour



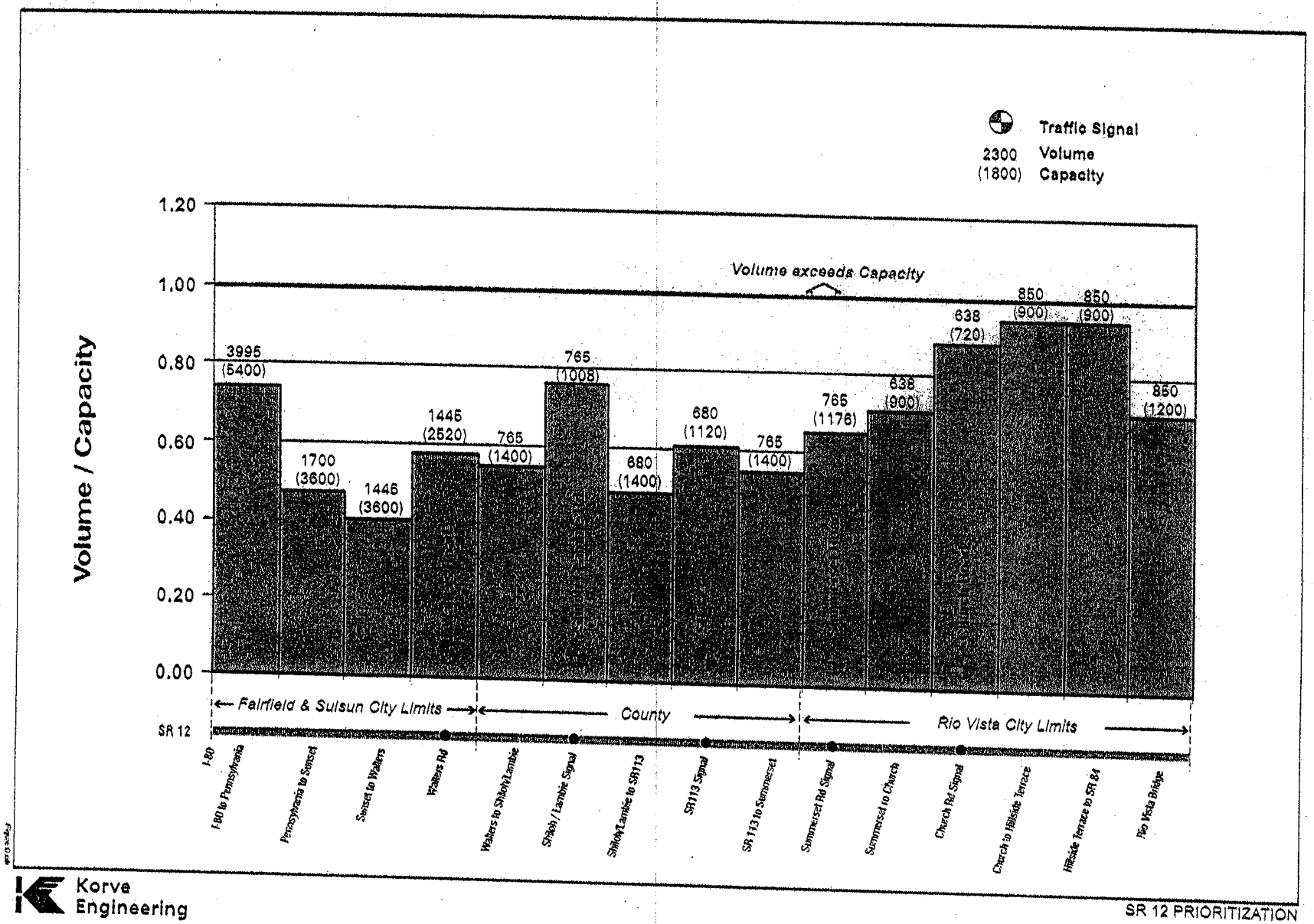
Korve Engineering

SR 12 PRIORITIZATION

Figure C

UNCONSTRAINED TRAVEL DEMAND - WESTBOUND 2005

AM Peak Hour



Korve Engineering

SR 12 PRIORITIZATION

Figure D

UNCONSTRAINED TRAVEL DEMAND - WESTBOUND 2025

AM Peak Hour

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5908
FAX (510) 286-5903
TTY (800) 735-2929

Flex your power!
Be energy efficient!

October 27, 2005

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

Dear Mr. Halls:

Thank you for the opportunity for Caltrans District 4 to review the State Route 12 Prioritization of Improvements Report through this follow-up effort to the 2001 State Route 12 Major Investment Study. We commend your agency for taking the next step towards identifying, prioritizing and developing transportation improvements between Interstate 80 and the Rio Vista Bridge. At this point we can tentatively agree with the Prioritization of Capacity Improvements listed in the report but believe that more comprehensive forecasting and traffic operational analysis needs to be conducted before we can fully concur with the suggested order of proposed improvements. We recognize that this study is a Planning level analysis. A higher level of analysis should be used at the Project Study Report (PSR) and/or Project Report (PR) level before any of the recommended improvements can move forward. This project scoping level of analysis could ultimately affect the priority of project implementation in the corridor.

The Department's State Highway Operation and Protection Program (SHOPP) lists programmed safety and operational related improvement projects for the State Highway System. The Draft 2006 SHOPP does not show any of the STA "Safety Improvements" listed in your study. As you are aware projects must meet established Department criteria to qualify for Safety funding in the SHOPP. Even if they do not qualify for SHOPP safety funding, we recognize that these projects have value as operational enhancements. We look forward to continuing to work with STA in a funding partnership to look for opportunities to advance these projects on a priority basis. Since the majority of the projects listed in the "Safety Improvements" section have an estimated cost of under $1 million, they could qualify for funding under the SHOPP Minor Program or be done by permit using RTIP or local funding sources. The Department understands the need for major safety and operational enhancements within this corridor and is aware of the growing demand by both commuter, recreational and goods-movement related traffic.

We look forward to continuing a strong working relationship with the Solano Transportation Authority in developing mutually agreeable solutions towards improving capacity and operations in the State Route 12 Corridor.

Sincerely,

Stephen H. Yokoi

for DANA COWELL
Deputy District Director
Transportation Planning and Local Assistance

ATTACHMENT C

OCT 27 2005

CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571

City Council
Mayor Eddie Woodruff
Vice Mayor Ronald Jones
Council Member Sanmukh Bhakta
Council Member William Kelly
Council Member Jan Vick

City Website Address
http//www.ci.rio-vista.ca.us

City Manager
One Main Street
Rio Vista, CA 94571
707/374-6451
707/374-5063 Fax

Community Development
One Main Street
Rio Vista, CA 94571
707/374-2205
707/374-5531 Fax

Finance
One Main Street
Rio Vista, CA 94571
707/374-2176
707/374-5531 Fax

Fire
350 Main Street
Rio Vista, CA 94571
707/374-2233-Business
707/421-7090-Dispatch
707/374-6324 Fax

Police
50 Poppy House Road
Rio Vista, CA 94571
707/374-6366-Business
707/374-2300-Dispatch
707/374-6217 Fax

Public Works
789 St. Francis Way
Rio Vista, CA 94571
707/374-6747
707/374-6047 Fax

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

October 25, 2005

Subject: Highway 12 Safety

Dear Mr. Halls,

Today I am writing this letter with deep sadness but with a sense of sincere urgency.

On Friday, October 21, 2005 at 11:00 p.m. one of our police officers, David Lamoree, was involved in a head on collision on State Highway 12.

On Sunday, October 23, 2005, Officer Lamoree passed away on his 26th birthday. Officer Lamoree had been married just three weeks.

We, as a City, are seeking your assistance with the following:

1) Request that the California Highway Patrol direct more active and routine enforcement of State Highway 12 speeding and safety violations through additional funding and staffing of the local California Highway Patrol.
2) Reinstate the double-fine zones on portions of State Highway 12 from Rio Vista to Fairfield and Rio Vista to Lodi.
3) Raise the priority of State Highway 12 safety improvement project and see that these projects are funded and constructed as soon as possible.
4) Consider naming the section of State Highway 12 west through the Montezuma Hills to Highway 113 in honor of and in memory of Officer David Lamoree.
5) Immediate installation of center line barriers between Highway 113, Olsen Road and the city limits of Rio Vista.

While we realize that you receive many requests daily, we can't help but let you know how often one of our residents are involved in an accident on

State Highway 12. The increased traffic, congestion and the numerous bridges only help us to believe that our issue is not just about Rio Vista.

As you are aware, Highway 12 is a major connector between I-80 and I-5. It is the shortest route between the two major interstates. This highway is also a major connection to Sacramento and to San Francisco for heavy truck traffic.

The concerns of our community are very deep over this issue with the loss of one of our best and brightest . . . one of our future stars of the future. We don't want to see another life lost while we wait for actions to prevent another member of our familys' life being cut short.

Sincerely,

Eddie Woodruff

Eddie Woodruff
Mayor – City of Rio Vista
1 Main St.
Rio Vista, CA 94571

NOV 10 2005

CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571

City Council
Mayor Eddie Woodruff
Vice Mayor Ronald Jones
Council Member Sanmukh Bhakta
Council Member William Kelly
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707/374-2300-Dispatch
707/374-6217 Fax

Public Works
789 St. Francis Way
Rio Vista, CA 94571
707/374-6747
707/374-6047 Fax

A Personal Communication from Vice Mayor Ronald Jones

November 5, 2005

Mike L. Brown, Commissioner
California Highway Patrol
Post Office Box 942898
Sacramento, CA 94298-0001

Dear Commissioner Brown,

I am sure that you are aware that in the late evening hours on October 21st, Rio Vista Police Officer David F. Lamoree, age 26, lost his life in yet another senseless traffic collision on State Highway 12. Another young man, an eighteen year old with a promising future, also lost his life in this tragedy. Rio Vista still grieves the loss of these young men.

By way of self introduction, in addition my current position of community leadership, I served for 30 years in municipal law enforcement. When I retired in 1991, I was the Chief of Police in the City of Los Altos, California.

As with many California highways, Highway 12 lacks maintenance and needs safety improvements to increase visibility, shoulders to allow drivers in trouble to safely clear the roadway and a system of center line barriers to protect the innocent from errant drivers. I believe however, that the greatest impact on highway safety is the strict enforcement of and obedience to the laws of the road.

The fact of the matter is that highways, even the poorly constructed or maintained, do not kill or injure anyone, the drivers do! The highways are not nearly as dangerous as the rogues who have taken over and abuse the "Privilege to Drive".

One need only travel on or observe any highway to see that the majority of drivers have decided that the slim chance of being ticketed out weighs the blatant disregard for the rules of the road. As in the case of the two young men mentioned above, the offending driver chose to pass over solid double lines prohibiting such a movement. Posted speeds are viewed as being the minimum required not maximum limits. Semi-trucks and vehicles towing trailers rarely heed

COPY

the maximum 55 mph limit. Solid single and double lines prohibiting passing are frequently ignored. Tailgating and unsafe lane changes, with or without signals, are the norm. A driver among the few choosing to obey the law is insured of the ire of the violators and may quickly find themselves subject to out and out road rage.

It is imperative that you, as Commissioner, demand that the Governor and the Legislators provide the funds necessary to fill the traffic officer positions vacant within your patrol ranks. This must be done now, sir, before another innocent child, mother, father, peace officer or any other becomes a victim. Return a visible officer presence to our highways!

Please Commissioner, take the steps necessary to take our highways back from the rogues; do it now, without delay.

Sincerely,

RJ

Ronald L. Jones, Vice Mayor

cc Governor Arnold Schwarzenegger
Senator Wes Chesbro
Senator Mike Machado
Assemblywoman Lois Wolk
CalTrans Director Will Kempton
Solano CHP Capt. Susan Ward
STA Director Daryl Halls
Highway 12 Association

COPY

DATE: December 2, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – December 2005 and Adoption of STA's 2006 Legislative Priorities and Platform

Background:
Each year, the STA updates its legislative platform that serves as a guide for the monitoring of state and federal legislation that pertains directly to transportation and related issues. The STA Board adopted Legislative Priorities and Platform also serve as a guideline for legislative trips to Sacramento and Washington, D.C.

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.

The Draft 2006 Legislative Platform and Priorities was provided to the STA TAC and Consortium on September 28, 2005 for review and comment and was reviewed by the STA Board on October 12, 2005. Staff distributed the document to member agencies, Solano County's federal and state legislative representatives, and other partner agencies for their review and comment. The Final Draft was reviewed by the STA TAC and Consortium on November 30, 2005, and was forwarded to the STA Board for approval.

Discussion:
The 2005 legislative year is now over until the state legislature reconvenes on January 4, 2006. The Governor vetoed the four bills regarding the levy of vehicle registration fees that the STA Board took a Watch position on. All the other bills the STA Board took a Watch or Support position on are also dead. A current Legislative Matrix is included as Attachment A.

Included as Attachment B is the STA's Final Draft 2006 Legislative Priorities and Platform which includes recommended changes from the draft submitted for review by the STA Board on October 12, 2005. The additions have been noted in **bold** and recommended deletions with a ~~strikethrough~~.

The deadline for submission of comments was November 21, 2005. One comment was submitted by the Alameda County Transportation Authority. Legislative Platform Item V.6. Funding was amended to clarify the intent of the platform.

> Advocate for primacy of general transportation infrastructure funding over **new** high-speed rail project and **new regionally sponsored ferry services through the** Bay Area Ferry Authority.

Two additional items were added by staff under Legislative Platform Item II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing) to broaden the opportunities available to alternative modes.

4. **Support legislation confirming in the Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.**

5. **Support legislation that increases employers' opportunities to offer commute incentives and their value.**

A state legislative update from Shaw/Yoder, Inc. is included as Attachment C. Tony Rice has included an analysis of SB 1024, Senator Perata's 2005 bill, which will go forward with changes in 2006. Also listed in the update is a current list of committee assignments for our four state legislative representatives.

A federal legislative update from The Ferguson Group is included as Attachment D. Mike Miller lists the Solano County transportation appropriations approved by Congress this month that were signed into law by the President on November 30, 2005.

Fiscal Impact:
None.

Recommendation:
Approve the following:
1. Adopt the Final Draft 2006 Legislative Priorities and Platform.
2. Authorize the Chair to forward letters of appreciation from the STA Board to Congress Representatives Miller and Tauscher for their successful efforts to obtain Federal Earmarks for two priority projects.

Attachments:
A. Legislative Matrix, December 2005
B. STA's Final Draft 2006 Legislative Priorities and Platform with **Bold** and ~~Strikethroughs~~ (dated 12/02/05)
C. State Legislative Update (Shaw/Yoder, Inc.)
D. Federal Legislative Update (The Ferguson Group)

Solano Transportation Authority
Legislative Matrix
December, 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)	**Vetoed by Governor 10/07/05**	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)	**Vetoed by Governor 10/07/05**	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 5/25/05	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.	**Vetoed by Governor 10/07/05**	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)	**Vetoed by Governor 10/07/05**	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

Solano Transportation Authority
FINAL DRAFT 2006 Legislative Priorities and Platform
(December 2, 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

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)

7. Monitor the progress of the $3 bridge toll, support the implementation of Regional Measure 2 funded projects, and monitor RM 2 clean-up legislation to ensure Solano County's priorities and representation are maintained, including use of funding for HOV lanes on I-80 from Al Zampa Bridge to I-780, the Benicia Intermodal Station pertaining to CCJPB Intercity rail service and regional rail.

8. 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*

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

I. Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by EPA.

2. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

3. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.

4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.

5. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.

6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

7. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

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

1. Support legislation promoting bicycling and bicycle facilities as a commute option.

2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.

3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

4. **Support legislation confirming in the Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.**

5. **Support legislation that increases employers' opportunities to offer commute incentives and their value.**

III. *Congestion Management*

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

IV. *Employee Relations*

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

V. *Funding*

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.

6. Advocate for primacy of general transportation infrastructure funding over **new** high-speed rail project and **new regionally sponsored ferry services through the** Bay Area Ferry Authority.

7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support ongoing efforts to protect and enhance federal funding provided by SAFETEA-LU, and to ensure that the federal government provides a fair share return of funding to California.

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.

14. Monitor the distribution of state transportation demand management funding.

15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

16. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

VI. *Liability*

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

VII. *Paratransit*

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

VIII. *Project Delivery*

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX *Rail*

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.

2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

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. *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.

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.

SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

November 30, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE

SB 1024 (Perata)

Your staff has requested an analysis of the current contents of SB 1024 (Perata) for your review and discussion. We should note that the bill is expected to change shortly, with the addition of billions of additional revenue, and that Senator Perata's goal is to move the proposal quickly in the Legislature so that it may be considered by voters in June, 2006. We will provide further updates and analysis as the proposal changes. But as of the now, the nearly $10.3 billion bond would make the following investments in California's infrastructure:

1. $1.2 billion for flood protection in California.

- SB 1024 provides $1 billion for the inspection and improvement of California's 1,600 miles of project levees. An additional $200 million is provided to local flood control agencies to provide flood protection on local streams, rivers and creeks.

2. $2.5 billion would be used to improve the state's trade corridors and ports.

- $2 billion would go to making highway, rail, or port infrastructure improvements in the state's most heavily congested trade areas. Revenue would be distributed by the CTC and made available for infrastructure improvements along federally designated "Trade Corridors of National Significance", or along other corridors as determined by the CTC.

- $400 million would go to the Carl Moyer Air Quality Fund to replace dirty diesel engines with cleaner technologies on vehicles used in the operations of ports.

- $100 million would go as grants to ports for security improvements.

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3. $2.3 billion would be used to repay outstanding Proposition 42 loans to the general fund.

- The bond repayment would relieve the General Fund of an obligation otherwise due in FY 2008-09. The bond revenue would be used to jumpstart 141 high-priority projects that have been stalled in recent years for lack of funding. It would also provide money for transit, local streets, and the STIP.

4. $1.5 billion would be used to augment the State Transportation Improvement Program (STIP).

- A new STIP is adopted every two years. The last two STIP cycles have added no new projects to be constructed in California. The 2004 STIP simply reflected the delay of older projects, rather than the addition of any new ones. The bond funds would allow the CTC, for the first time in four years, to actually add new projects to the STIP for construction. This revenue would not be subject to Article XIX restrictions.

5. $1 billion for an incremental approach to High Speed Rail.

- The bond would provide $200 million to five separate corridors in California to begin preparing for high speed rail. The funds could be used for things like environmental work, right-of-way acquisition, and grade separations. The segments eligible for funding are:

  The Los Angeles-Irvine segment.
  The Los Angeles-Riverside-San Diego segment.
  The Los Angeles-Palmdale-Bakersfield segment.
  The Bakersfield-Merced segment.
  The Merced-Bay Area segment.

  It is important to note that the bond measure contains language repealing the original high-speed rail bond proposal, SB 1856 (Costa) of 2002. Included in that proposal is $950 million for connectivity and other improvements to existing public transportation rail providers.

6. $975 million to improve planning and to provide incentives for infill development.

- Of these funds, $675 million are made available to fund grants for infrastructure, affordable housing and Brownfield clean-up for infill development.

- The remaining $300 million helps fund the front loading of local planning for housing and traffic, and to protect open space and wildlife habitat, all as part of adopted regional growth plans.

  The funds are available to the Secretary of Resources for disbursement based on certain criteria, including population and ability to help the state meet planning priorities and regional growth goals. This would be a major investment in the establishment of regional growth plans that, heretofore, have never been funded.

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7. The remaining $800 million in the bond bill is for the following types of investments:

- $425 million is for local agencies that meet their housing requirements to apply for additional transportation funds to improve neighborhood streets.

- $275 million is to provide incentives for more Transit Oriented Development (TOD). HCD would make infrastructure grants available to local and transit agencies for development with close proximity to transit stations.

- $100 million is for the Environmental Enhancement and Mitigation Program (EEMP). The program funds "green" transportation projects like landscaping near freeways, bike trails, greenbelts, etc.

Legislative Delegation

We are currently in the process of establishing meetings in early February for you and the legislators to discuss the priorities of the STA. A preliminary meeting between STA staff and the legislative delegation is scheduled for Tuesday, December 6. As a refresher, the following details the key legislative committees your delegation sits on:

- Senator Wes Chesbro – Chair, Senate Budget Committee.
- Senator Mike Machado – Chair, Senate Revenue and Taxation; Member, Senate Transportation and Housing Committee.
- Assemblymember Lois Wolk – Member, Assembly Budget Subcommittee Number 5, which oversees transportation budgets.
- Assemblymember Noreen Evans – Member of no relevant committees to the STA.

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THE FERGUSON GROUP LLC

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: December 1, 2005

The chart below outlines the status of the project requests as of November 30, 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	**- $850,000 earmark included in House/Senate conference report.** - Congress passed bill on November 18; President Bush signed bill on November 30.
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	**- $500,000 earmark included in House/Senate conference report.** - Congress passed bill on November 18; President Bush signed bill on November 30.
I-80/680 Interchange	$50 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	**- $17.480 million in the SAFETEA-LU Conference Report** -President Bush signed bill August 10.
Jepson Parkway	$23 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	**- $3.2 million in the SAFETEA-LU Conference Report** -President Bush signed bill August 10.

1. Fiscal Year 2006 Appropriations Update.

Congress passed the Transportation appropriations bill on November 18 prior to the Thanksgiving recess. The final bill includes earmarks for both of STA's projects:

- $850,000 for Vallejo Station; and
- $500,000 for Fairfield / Vacaville Station.

President Bush signed the bill into law on November 30, 2005.

Congress will reconvene on December 6 to finish the remaining Fiscal Year 2006 appropriations bills and then will adjourn and reconvene for the Second Session of the 109th Congress on January 18, 2006.

2. Calendar Year 2006 Congressional Schedule and DC Lobbying Trip Dates.

This week the Senate leadership announced the Senate schedule for 2006. The spring schedule follows:

January 18	Senate reconvenes (Second Session of the 109th Congress).
February 20-24	Presidents Day recess.
March 20-24	St. Patrick's Day recess.
April 10-21	Easter recess.
May 29 – June 2	Memorial Day recess.

The House leadership has not announced its 2006 schedule but it is likely to track the Senate schedule. We should bear this schedule in mind and ensure that STA's DC lobbying trip avoids the recesses noted above.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.

STA
Solano Transportation Authority

DATE: December 1, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects

Background:
The Solano County Congestion Management Program (CMP) requires the STA to review all member agency general plan amendments and/or environmental impact documents for development projects that are not included in the currently adopted CMP model. For any amendments not included in the model, the STA may require the applicant to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the Level of Service (LOS) standards of the CMP be exceeded as a result of the new unanticipated projects, the STA can require a deficiency plan be prepared to mitigate the additional impacts on the countywide CMP system.

Discussion:
During the past year, the STA staff has been reviewing new development projects for consistency with the Solano Congestion Management Program (CMP). These projects are in various stages of general plan amendment, environmental studies and/or development review. The projects under CMP review are included in Attachment A. STA staff is currently reviewing these projects and has either had a meeting or a call with the city staff and/or developer, has already submitted a letter or is in the process of developing a comment letter requesting a special modeling run per the stipulation of the CMP. Copies of these letters are also provided to the STA Board member representing of the affected agency. If warranted, the sponsor will be required to pay for a special traffic modeling run to determine the actual impacts on the CMP network.

In addition, there are other future large projects the STA staff is aware of and plans to monitor and evaluate for CMP consistency as additional information becomes available (Attachment B).

On a periodic basis, STA staff will continue to provide updates to the STA Board, TAC, and the Solano City and County Planners Group on the status and consistency of any additional major new proposed projects that require a general plan amendment and/or CMP model run and analysis.

Fiscal Impact:
None

Recommendation:
Informational.

Attachments:
A. CMP Consistency Review
B. Future EIR or General Plan Review

CMP Consistency Review – As of 12-1- 05

Jurisdiction	Project	Location	Review Status
Dixon	Dixon Downs/retail and office project	North Dixon Area near I-80	Draft EIR was received by the STA on September 26, 2005 and is currently under review; STA submitted comment letter on 11-30-05
Dixon	Milk Farm Project	Northeast quadrant of the I-80/North First Street/Currey Road Interchange	STA received Draft EIR on 11-8-05 and is preparing comment letter on CMP consistency
Fairfield	Villages at Fairfield Project	Northeast of Air Base Parkway and Air Base Parkway and North of the future Manual Campos Parkway	STA received a Draft EIR in March 2005 and submitted a CMP consistency comment letter on 4-25-05
Vacaville	Lagoon Valley	South Vacaville area/I-80	Draft EIR received by STA in March 2004; STA letter requesting special model run sent April 19, 2004; City has agreed to conduct special modeling run as part of Project Study Report (PSR) process and agreed to reference this commitment in Final EIR on project.
Vallejo	Bordoni Ranch	Columbus Parkway	Draft EIR received by STA in December 2004; STA letter requesting special model run sent 1-3-05; special modeling run was conducted by STA in May 2005; project was deemed consistent with CMP in letter from STA to City of Vallejo dated 9-14-05

Future EIR, General Plan or Development Review

Jurisdiction	Project	Location	Review Status
Fairfield	Allan Witt Project	Between West Texas Street and Woolner Avenue; East of Beck Avenue	STA staff has received presentations on the project; STA will reviewing and commenting on the Draft EIR and General Plan Amendment (expected later in 2006).
Rio Vista	Del Rio Hills	South of S.R. 12/E. of Church Road	Special modeling run was conducted by the STA; STA has not yet received a Draft EIR or General Plan Amendment for review and comments.
Solano County	Rockville Trails Estates Project	East of Green Valley Road, North of Rockville Road	STA reviewed Notice of Public Scoping meeting on the draft EIR and GP Amendment; STA concluded that project would have nominal effect on CMP system and did not submit a comment letter.
Solano County	The Mills Company	Fairgrounds Drive and Turner Avenue	STA has met with developer a couple of times to provide preliminary comments on proposal; When Draft EIR and/or General Plan Amendment is prepared (probably in next 12 –18 months) STA will review and comments.

STA
Solano Transportation Authority

DATE: December 2, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Inactive Obligations – Call to Action

Background:
The Federal Highway Administration (FHWA) is directing Caltrans to start de-obligating federal funds from projects that are "inactive." Inactive projects are federal projects that have funds sources that have not been invoiced against within a 12-month period. FHWA has informed Caltrans that unless the State reduces its amount of Inactive Obligations (now standing at $750M statewide), California will not be receiving any of the federal redistribution of Obligation Authority this August. FHWA has provided a goal of $400M by December 31, 2005 and $200M by May 2006. Therefore, Caltrans is now in the process of de-obligating those projects identified by FHWA as being Inactive as of October 31, 2005.

Discussion:
There are 445 projects (totaling $90M) in the nine-county Bay Area that are subject to de-obligation by December 31, 2005. Of the regional list, 46 projects were identified in Solano County, totaling approximately $5.5M in unexpended funds. (Attachment A.) Projects will be de-obligated unless an invoice is received by Caltrans within the next couple of weeks, and thereby making the project 'Active'.

The STA is coordinating with MTC and Caltrans Local Assistance to monitor and track the projects listed on the de-obligation list. Caltrans Local Assistance should be contacting these agencies directly if they have not done so already. MTC has provided one option to the local agencies:

- Invoice at least something against the funds (Program Code) on the attached list. In addition to sending the invoice to Caltrans Accounting, agencies must send, via fax or e-mail (pdf), a copy of the signed invoice submittal request letter to Caltrans Local Assistance and MTC (Craig Goldblatt at cgoldblatt@mtc.ca.gov). Once a copy of the invoice request letter is received Caltrans Local Assistance will do its best to have FHWA remove the project from the list. Caltrans Local Assistance will confirm with Caltrans Accounting that an invoice has been received, so the invoices must be legitimate. Caltrans Local Assistance may have other requirements and should be contacted by the agency before they proceed.

FHWA's inactive project de-obligation is effective immediately. Agencies will need to watch their invoicing on all federal obligations - old and new - to ensure the funds do not become inactive from now on. Agencies should pay close attention when obligating

federal funds in the future to ensure they can invoice at least once every six months - preferably on a quarterly basis. Failure to do so could jeopardize availability of the funds for the project.

Over the past couple of weeks, STA staff and the local agencies have worked diligently to meet FHWA's requirements. FHWA and Caltrans Local Assistance will be meeting with select Solano County project sponsors on Monday, December 12th to discuss individual projects with inactive obligations. STA staff will continue to monitor this issue and work with FHWA, Caltrans, MTC, and the local agencies to resolve outstanding inactive obligations.

Recommendation:
Informational.

Attachment:
A. Inactive Obligations List – Solano County

Inactive Obligations with no Expenditure Changes Since December 31, 2004
District 4

PROJ NO	Dist-EA	Agency	County	DESCRIPTION	PROG CO		LAST BILLED	PE DT	ROW DT	CON DT	MASTER DT	TOT COST	FED FUNDS	EXPENDED	UNEXPENDED	STATUS
J149002			Solano	AIR BASE PKWY-HEATH DR & PEABODY RD, RESURFACE/UPDATE BR RAIL/GUARDRAIL	W320	FAU/FAS Pre ISTEA	03/31/1993			08/01/1988	08/01/1988	$2,337,412.00	$2,020,458.84	$2,020,458.84	$0.00	
5003010	04923427L	Benicia	Solano	WB ROUTE 780 AT E. 2ND ST. ON/OFF RAMPS , INSTALL TRAFFIC SIGNALS	Q400	CMAQ - TEA 21	12/09/2003			04/29/2002	04/29/2002	$194,000.00	$146,000.00	$136,000.00	$10,000.00	
5003014	04923935L	Benicia	Solano	PARK ROAD FROM ADAMS ST. TO OAK RD. , CONSTRUCT BIKE LANE	Q400	CMAQ - TEA 21	10/15/2003	07/10/2002		06/22/2004	06/22/2004	$264,772.00	$160,000.00	$22,585.49	$137,414.51	
5003016	04923937L	Benicia	Solano	EAST H ST. FROM E. 2ND ST. TO E. 5TH ST. , AC OVERLAY	Q240	STP - State Flexible TEA 21				02/11/2004	02/11/2004	$118,606.00	$105,000.00	$0.00	$105,000.00	
5003017	04923938L	Benicia	Solano	EAST FIFTH ST. FROM MILITARY EAST TO SR 780 , AC OVERLAY	Q240	STP - State Flexible TEA 21	10/15/2003	07/12/2002		02/11/2004	02/11/2004	$129,900.00	$115,000.00	$11,617.34	$103,382.66	
5003018	04923939L	Benicia	Solano	EAST 2ND ST. FROM RIVERHILL TO HILLCREST AVE , AC OVERLAY	H240	STP - State Flexible STEA				02/11/2004	02/11/2004	$101,662.00	$90,000.00	$0.00	$90,000.00	
5003019	04923940L	Benicia	Solano	EAST L ST. FROM E. 3RD ST. TO E. 5TH ST. , SIDEWALKS,SIGNS,STRIPING	Q400	CMAQ - TEA 21	10/15/2003	07/12/2002		02/10/2004	02/10/2004	$56,480.00	$50,000.00	$5,311.00	$44,689.00	
5003020	04923963L	Benicia	Solano	MILITARY EAST FROM EAST 5TH TO EAST 7TH ST. , AC OVERLAY	Q230	STP - Urbanized TEA 21	10/15/2003	07/12/2002		09/07/2002	09/07/2002	$129,901.00	$116,000.00	$98,262.07	$16,737.93	
5003020	04923963L	Benicia	Solano	MILITARY EAST FROM EAST 5TH TO EAST 7TH ST. , AC OVERLAY	Q240	STP - State Flexible TEA 21	10/15/2003	07/12/2002		09/07/2002	09/07/2002	$0.00	$0.00	$0.00	$0.00	
6204006	04160764L	Caltrans	Solano	CHP COMMUNICATIONS CENTER IN VALLEJO, PROCURE/INSTALL TMC EQUIPMENT	3200	CMAQ - ISTEA	10/31/1997			12/01/1994	12/01/1994	$773,329.00	$684,628.00	$5,865.02	$678,762.98	
6204041	04299500L	Caltrans	Solano	INTERSECTION OF SR 12 AND HILLSIDE TERRACE , INSTALL TRAFFIC SIGNAL	Q210	STP - Safety - TEA 21	03/18/2004	07/26/2001		05/09/2002	05/09/2002	$118,250.00	$118,250.00	$639.72	$117,610.28	
6204041	04299500L	Caltrans	Solano	INTERSECTION OF SR 12 AND HILLSIDE TERRACE , INSTALL TRAFFIC SIGNAL	Q330	STP - Safety - TEA 21	03/18/2004	07/26/2001		05/09/2002	05/09/2002	$13,250.00	$13,250.00	$73.27	$13,176.73	
5056010	04923697L	Dixon	Solano	NORTH JACKSON STREETS&WEST B STREETS, STREETSCAPE: TREES,LIGHT, S/W,BENCH	Q220	STP - TE - TEA 21				09/04/2003	09/04/2003	$85,379.00	$48,000.00	$0.00	$48,000.00	
5056010	04923697L	Dixon	Solano	NORTH JACKSON STREETS&WEST B STREETS , STREETSCAPE: TREES,LIGHT, S/W,BENCH	Q240	STP - State Flexible TEA 21				09/04/2003	09/04/2003	$335,621.00	$189,000.00	$0.00	$189,000.00	
5056012	04924281L	Dixon	Solano	N. ALMOND ST. FROM WEST A ST. TO WEST H ST. , ADA RAMPS REHABILITATION	H240	STP - State Flexible STEA				04/14/2005	04/14/2005	$125,370.00	$75,000.00	$0.00	$75,000.00	
5132023	04924202L	Fairfield	Solano	TRAVIS BLVD. FROM OLIVER RD. TO N. TEXAS ST. , SIGNAL UPGRADE, TRAFFIC SIGN INSTAL	H210	STP - Safety - STEA				06/26/2005	06/26/2005	$400,000.00	$360,000.00	$0.00	$360,000.00	
5099007	04923778L	Rio Vista	Solano	FRONT ST. FROM LOGAN ST. TO SR 12 ASPHALT CONCRETE OVERLAY- ADV CON	Q240	STP - State Flexible TEA 21				04/25/2002	04/25/2002	$94,000.00	$83,000.00	$0.00	$83,000.00	
5099008	04923969L	Rio Vista	Solano	DROUIN DR. FROM MAIN ST. TO ESPERSON CT , AC OVERLAY	Q240	STP - State Flexible TEA 21		07/25/2002			07/25/2002	$3,000.00	$2,655.00	$0.00	$2,655.00	
5923053	04923526L	Solano County	Solano	ABERNATHY RD FROM FAIRFIELD'S LINEAR PARK NOR , BIKE PATH	Q400	CMAQ - TEA 21	02/05/2002	11/02/2000	09/27/2001		09/27/2001	$17,000.00	$15,050.00	$15,050.00	$0.00	
5923070	04924273L	Solano County	Solano	ROBINSON ROAD AT BIG DITCH 23C-0185 REPLACE EXISTING BRIDGE	H110	0		07/08/2005			07/08/2005	$139,000.00	$111,200.00	$0.00	$111,200.00	
5923071	04924278L	Solano County	Solano	04-SOL-0-CR , CLASS 2 BIKE LANE	H400	CMAQ - STEA		02/24/2005			02/24/2005	$225,913.00	$200,000.00	$0.00	$200,000.00	
6249016	04924225L	STA	Solano	EASTERN SOLANO COUNTY SPARE THE AIR PROGRAM FY 03/04	Q400	CMAQ - TEA 21		07/09/2004			07/09/2004	$169,435.00	$150,000.00	$0.00	$150,000.00	
5032011	04923663L	Suisun City	Solano	VARIOUS LOCATIONS THROUGHOUT CITY, STRIPING FOR BIKE LANES	Q400	CMAQ - TEA 21				08/01/2001	08/01/2001	$44,980.00	$35,000.00	$0.00	$35,000.00	
5032016	04924122L	Suisun City	Solano	DRIFTWOOD DR. FRM. MAIN ST. TO CIVIC CENTER , PEDESTRIAN WALKWAY	H240	STP - State Flexible STEA		12/29/2003		08/24/2004	08/24/2004	$427,311.00	$310,162.00	$0.00	$310,162.00	
5032016	04924122L	Suisun City	Solano	DRIFTWOOD DR. FRM. MAIN ST. TO CIVIC CENTER , PEDESTRIAN WALKWAY	H400	CMAQ - STEA		12/29/2003		08/24/2004	08/24/2004	$45,000.00	$39,838.00	$0.00	$39,838.00	
5032018	04924280L	Suisun City	Solano	EMPORER DR. FROM SR 12 TO PINTAIL DRIVE , AC OVERLAY	H240	STP - State Flexible STEA				05/12/2005	05/12/2005	$195,843.00	$150,000.00	$0.00	$150,000.00	
5094030	04923906L	Vacaville	Solano	DAVIS ST. FROM DAVIS PLACE TO MARSHALL RD , CONSTRUCT SIDEWALK,CURB AND GUTTER	Q210	STP - Safety - TEA 21	09/15/2004	04/29/2002		07/25/2002	07/25/2002	$211,828.00	$190,645.00	$177,777.67	$12,867.33	
5094032	04923947L	Vacaville	Solano	EQUIPMENT PURCHASE, PURCHASE OF CNG VEHICLES	Q400	CMAQ - TEA 21	09/15/2004			09/08/2002	09/08/2002	$367,108.00	$325,000.00	$57,810.09	$267,189.91	
5094033	04923948L	Vacaville	Solano	VARIOUS LOCATION IN THE CITY OF VACAVILLE , INSTALL BIKE RACKS AND LOCKERS	Q400	CMAQ - TEA 21				09/09/2002	09/09/2002	$39,515.00	$20,000.00	$0.00	$20,000.00	
5094034	04923964L	Vacaville	Solano	NUT TREE RD FROM ALAMO DR.TO ULATIS DR. , AC OVERLAY	Q240	STP - State Flexible TEA 21				02/24/2004	02/24/2004	$521,858.00	$462,000.00	$0.00	$462,000.00	
5094035	04924029L	Vacaville	Solano	DAVIS ST. FROM MASON ST. TO MAIN ST. LANDSCAPE IMPROVEMENT	H400	CMAQ - STEA	07/30/2004			05/27/2003	05/27/2003	$544,449.00	$482,000.00	$471,111.01	$10,888.99	
5094035	04924029L	Vacaville	Solano	DAVIS ST. FROM MASON ST. TO MAIN ST. LANDSCAPE IMPROVEMENT	Q400	CMAQ - TEA 21	07/30/2004			05/27/2003	05/27/2003	$0.00	$0.00	$0.00	$0.00	
5094038	04924279L	Vacaville	Solano	ULATIS CRK FROM ALLISON DR TO LEISURE TOWN RD , CLASS 1 BIKE PATH	H400	CMAQ - STEA		02/24/2005			02/24/2005	$56,937.00	$50,406.00	$0.00	$50,406.00	
5094039	04924299L	Vacaville	Solano	ALAMO DR. FROM MERCHANT ST. TO BUCK AVE. , AC OVERLAY AND CURB RAMPS	H240	STP - State Flexible STEA				05/17/2005	05/17/2005	$421,813.00	$246,000.00	$0.00	$246,000.00	
5094040	04924322L	Vacaville	Solano	CENNTENIAL PARK-BROWNS VLLY PKWY TO ALLISON , CLASS I AND CLASS II BIKE PATH	H400	CMAQ - STEA		05/13/2005			05/13/2005	$338,869.00	$300,000.00	$0.00	$300,000.00	
5094041	04924328L	Vacaville	Solano	VACANT CITY LAND FROM ALAMO DR TO CALIFORNIA , CLASS I BIKE PATH	H400	CMAQ - STEA		05/31/2005			05/31/2005	$338,869.00	$300,000.00	$0.00	$300,000.00	
5030011	04928171L	Vallejo	Solano	SACRAMENTO ST OH (BR NO 23C-0152), SEISMIC RETROFIT	33D0	STP - State Flexible ISTEA		09/01/1996			09/01/1996	$75,000.00	$66,397.00	$0.00	$66,397.00	

ATTACHMENT A

Inactive Obligations with no Expenditure Changes Since December 31, 2004
District 4

PROJ NO	Dist-EA	Agency	County	DESCRIPTION	PROG CD		LAST BILLED	PE DT	ROW DT	CON DT	MASTER DT	TOT COST	FED FUNDS	EXPENDED	UNEXPENDED	STATUS
5030016	04926785L	Vallejo	Solano	AT VARIOUS LOCATIONS IN THE CITY OF VALLEJO , LOCAL AGENCY BRIDGE INSPECTION	Q120	0		05/20/1997			05/20/1997	$0.00	$0.00	$0.00	$0.00	
5030023	04923590L	Vallejo	Solano	FAIRGROUNDS DR FROM GATEWAY DR TO CITY LIMITS , PAVEMENT REHAB AND OVERLAY	Q230	STP - Urbanized TEA 21	07/29/2004			09/04/2001	09/04/2001	$530,404.00	$424,000.00	$354,842.92	$69,157.08	
5030023	04923590L	Vallejo	Solano	FAIRGROUNDS DR FROM GATEWAY DR TO CITY LIMITS , PAVEMENT REHAB AND OVERLAY	Q240	STP - State Flexible TEA 21	07/29/2004			09/04/2001	09/04/2001	$0.00	$0.00	$0.00	$0.00	
5030029	04923795L	Vallejo	Solano	GEORGIA ST. FROM SANTA CLARA TO MARE ISLAND , STREET EXTENSION AND STREETSCAPE	Q220	STP - TE - TEA 21	08/31/2004			05/30/2002	05/30/2002	$1,114,886.00	$800,000.00	$674,348.76	$125,651.24	
5030030	04923907L	Vallejo	Solano	OAKWOOD AV,ROLLINGWOOD DR,SOLANO AV,BROADWAY, , AC OVERLAY	Q230	STP - Urbanized TEA 21	09/28/2004	05/30/2002		08/01/2002	08/01/2002	$0.00	$0.00	$0.00	$0.00	
5030030	04923907L	Vallejo	Solano	OAKWOOD AV,ROLLINGWOOD DR,SOLANO AV,BROADWAY, , AC OVERLAY	Q240	STP - State Flexible TEA 21	09/28/2004	05/30/2002		08/01/2002	08/01/2002	$1,556,654.00	$1,361,000.00	$1,220,018.25	$140,981.75	
5030031	04923945L	Vallejo	Solano	ADMIRAL CALLAGHAN LN BETWEEN REDWOOD & ROTARY , INSTALL MEDIAN ISLAND AND STRIPING	H400	CMAQ - STEA				01/07/2004	01/07/2004	$106,260.00	$70,000.00	$0.00	$70,000.00	
5030036	04924292L	Vallejo	Solano	BROADWAY/TENNESEE ST I/S,TUOLUMNE/TENNESEE IS , UPGRADE SIGNALS	Q210	STP - Safety - TEA 21		03/18/2005			03/18/2005	$10,000.00	$9,000.00	$0.00	$9,000.00	
5030038	04924321L	Vallejo	Solano	HUMBOLDT ST. AND ADMIRAL CALLAGHAN LN , AC OVERLAY	H240	STP - State Flexible STEA				06/29/2005	06/29/2005	$353,553.00	$313,000.00	$0.00	$313,000.00	
															$5,534,168.39	$5,534,168.39

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STA
Solano Transportation Authority

DATE: December 4, 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 Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle has been scheduled for **Wednesday, December 7 at 5:45pm at the Suisun City Council Chambers.** To notify the public about this meeting, STA worked with MTC to complete an extensive mailing. In addition, a meeting notice was forwarded to Solano transit operators and the notice has been posted on their buses. Transit operators were 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. A verbal update of the December 7 meeting will be provided at the December 14 STA Board meeting.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: December 7, 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**
Bay Area Air Quality Management District (BAAQMD) - Carl Moyer Program	David Burch, BAAQMD (415) 749-4641	**Due December 22, 2005**
Office of Traffic Safety (OTS) Grant	Michele Meadows, OTS (916) 262-0864	**January 31, 2005**
Solano Bicycle and Pedestrian Program (SBPP) – Call for Projects	Robert Guerrero, STA (707) 424-6014	**Call for Projects December 14, 2005, Tentatively due January 17, 2006**
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	**Call for Projects in January 2006, Due in March 2006**
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	**Call for Projects in January Due date TBD**

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

Bay Area Air Quality Management District (BAAQMD) - Carl Moyer Program

Due by December 22, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the BAAQMD's Carl Moyer Program 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:	Public and private entities that own and operate eligible diesel equipment within the Bay Area can apply.
Program Description:	The program aims to reduce emissions from existing heavy-duty diesel engines. Moyer grants typically cover a major portion of the cost to replace or retrofit a diesel vehicle engine.
Funding Available:	BAAQMD has at least $2.5 million in program funds available for grants in the Year 7 funding cycle.
Eligible Projects:	• Replace old diesel engines with new, cleaner engines in existing equipment • Retrofit existing diesel engines with emission control devices • Purchase new vehicles or equipment with emissions below applicable state and federal standards * In previous funding cycles, grants have been awarded for projects to reduce emissions from marine vessels (including tugboats, ferries, and fishing boats), on-road heavy-duty trucks, transit buses, construction equipment, locomotives, and agricultural pumps.
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/carl_moyer/index.htm
Program Contact Person:	David Burch, BAAQMD dburch@baaqmd.gov, (415) 749-4641
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Office of Traffic Safety (OTS) 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:	State governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.
Program Description:	OTS offers traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions.
Funding Available:	$70 million in OTS funds is commonly available each fiscal year.
Example Projects:	Solano County 2005 Traffic Safety Grant Awards • Fairfield, "Safe Passage", Lidar speed signs on Air Base $61,500 • Fairfield Police Department, $342,648 • Suisun City Police Department, $90,000 • Vallejo Police Department, $125,000
Further Details:	http://www.ots.ca.gov
Program Contact Person:	Michele Meadows, (916) 262-0864, mmeadows@ots.ca.gov
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

Solano Bicycle and Pedestrian Program (SBPP)

Call for Projects, December 14, 2005
Tentatively due January 17, 2006

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Bicycle and Pedestrian Program (SBPP) 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:	Groups who are responsible for the construction and maintenance of bicycle and pedestrian facilities are eligible. They are also subject to the requirements of TDA Article 3 funding and/or the Countywide Bicycle and Pedestrian Program.
Program Description:	SBPP funds are intended to implement mainly priority bicycle and pedestrian projects found in the Solano Countywide Bicycle and Pedestrian Plans.
Funding Available:	Nearly $3 million dollars will be available over the next three years for SBPP funds through a combination of TDA Article 3 funds and the Countywide Bicycle and Pedestrian Program.
Eligible Projects:	Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.
Further Details:	Solano Countywide Bicycle Plan http://www.solanolinks.com/plans2.html#bikeplan Solano Countywide Pedestrian Plan http://www.solanolinks.com/plans2.html#pedplan Solano Bicycle and Pedestrian Program (webpage coming soon) Two types of applications will be available: • 1st Year project application (complete criteria is applied) • Long-term project application (specific funding and design criteria can be ignored)
STA Contact Person:	Robert Guerrero, STA Associate Planner, (707) 424-6014

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

2005-06 YSAQMD Clean Air Funds (CAF) Program

Call for Projects, January 2006
Due March 2006

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the 2005-06 YSAQMD Clean Air Funds 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 of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.
Program Description:	The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.
Funding Available:	Approximately $290,000 is historically available.
Eligible Projects:	Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than $10,000 in District Clean Air Funds.
Further Details:	http://www.ysaqmd.org/incentive-caf.php
Program Contact Person:	Jim Antone, YSAQMD (530) 757-3653
STA Contact Person:	Robert Guerrero, STA Associate Planner, (707) 424-6014

Solano Transportation Authority

FUNDING OPPORTUNITY:

Solano Transportation Fund for Clean Air Program
(40% Program Manager Funds)

Call for projects in January
Due date to be determined

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.
Program Description:	The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a $4 surcharge on motor vehicles registered in the Bay Area.
Funding Available:	$320,000 is available in FY 2005-06.
Eligible Projects:	Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp
Program Contact Person:	Robert Guerrero, Associate Planner, 707.424.6014