



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

February 8, 2006

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

6:00 P.M. Regular Meeting

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

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

ITEM

BOARD/STAFF PERSON

**I. CALL TO ORDER – CONFIRM QUORUM
(6:00 – 6:05 p.m.)**

Chair Augustine

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, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

2006 STA BOARD MEMBERS

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

Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez
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- V. **EXECUTIVE DIRECTOR'S REPORT**
(6:10 - 6:15 p.m.) – Pg 1 Daryl K. Halls
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:25 p.m.)
- A. **Caltrans Report**
1. **Status of Red Top Slide and Other Flood Related Issues** Doanh Nguyen
- B. **MTC Report**
- C. **STA Report**
1. **Federal Legislative Report (The Ferguson Group)** Mike Miller
2. **State Legislative Report (Shaw/Yoder)** Tony Rice
- VII. **CONSENT CALENDAR**
*Recommendation: Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)*
(6:25 – 6:30 p.m.)
- A. **STA Board Minutes of January 11, 2006** Johanna Masiclat
Recommendation:
Approve minutes of January 11, 2006.
Pg. 7
- B. **Review Draft TAC Minutes of January 25, 2006** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 15
- C. **STA Board Meeting Schedule for Calendar Year 2006** Johanna Masiclat
Recommendation:
Informational.
Pg. 21
- D. **Amended State Route 12 East Prioritization and Implementation Strategy** Dan Christians
Recommendation:
Approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.
Pg. 25

- E. Amendment of Consultant Services Agreement with Smith, Watts and Co. for Development and Distribution of Public Information Materials Pertaining to STIA's Traffic Relief and Safety Plan** Daryl Halls
Recommendation:
Authorize the Executive Director to amend the consultant services agreement with Smith, Watts & Company to develop and distribute public information materials related to the STIA's County Transportation Expenditure Plan, "Traffic Relief and Safety Plan for Solano County" for an amount not to exceed \$149,000.
Pg. 55
- F. Contract Amendment with Circlepoint for Public Information Materials for the County Transportation Expenditure Plan** Dan Christians
Recommendation:
Authorize the Executive Director to amend the current contract with Circlepoint to include an additional \$13,000 for public information materials for the 2006 County Transportation Expenditure Plan (entitled the "Traffic Relief and Safety Plan for Solano County" as described in the attached Scope of Work dated February 1, 2006.
Pg. 61
- G. Contract Amendment with Circlepoint for Transportation and Land Use Fact Sheet** Dan Christians
Recommendation:
Authorize the Executive Director to execute a contract amendment with Circlepoint for up to \$5,000 to prepare a Transportation and Land Use Fact Sheet as part of the STA's Transportation and Land Use Solutions (T-Plus) Program.
Pg. 65
- H. Bicycle and Advisory Committee (BAC) Member Appointments** Sam Shelton
Recommendation:
Appoint the following four nominees as Bicycle Advisory Committee members for a new three-year term:
- *J.B. Davis for the City of Benicia, term expiring in December 2007*
 - *Randall Carlson for the City of Fairfield, term expiring in December 2008*
 - *Ray Posey for the City of Vacaville, term expiring in December 2008*
 - *Glen Grant for the County of Solano, term expiring in December 2008*
- Pg. 69**

VIII. ACTION ITEMS – FINANCIAL

A. Allocation of FY 2006-07 Eastern Solano County Congestion Mitigation Air Quality Improvement Program Funds

Robert Guerrero

Recommendation:

Approve the allocation of \$1.4 million in Eastern Solano Congestion Mitigation Air Quality Improvement Program (ECMAQ) funds for the projects specified in Attachment A. (6:30 – 6:35 p.m.) - Pg. 75

IX. ACTION ITEMS – NON FINANCIAL

A. Adoption of Support for STIA’s County Transportation Expenditure Plan titled, “Traffic Relief and Safety Plan (TRSP) for Solano County”

Daryl Halls

Recommendation:

Approve the following:

- 1. Support for the “Traffic Relief and Safety Plan for Solano County” developed by the Solano Transportation Improvement Authority.*
- 2. Authorize the STA Chair to forward letters to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors requesting their support of the Plan.*
- 3. Authorize the STA Chair to forward a letter to the Solano County Board of Supervisors requesting they support the STIA’s request to place the Sales Tax Ordinance for the “Traffic Relief and Safety Plan for Solano County” on the ballot for the June 6, 2006 election following the approval of the plan by a majority of Solano County’s cities and the Solano County Board of Supervisors.*

(6:35 – 6:40 p.m.) – Pg. 87

B. Public Hearing for the Draft FY 2005-06 Disadvantaged Business Enterprise (DBE) Program

Jennifer Tongson

Recommendation:

Conduct a Public Hearing and accept comments from the public at the February 8, 2006 Public Hearing for the STA’s Draft FY 2005-06 DBE Program.

(6:40 – 6:45p.m.) – Pg. 117

- C. Approval of Request for Proposal (RFP) for Project Management Services** Janet Adams
Recommendation:
Authorize the Executive Director to issue a Request for Proposal (RFP) for Project Management Services for the SR 12/Church Road Improvements Project Study Report (PSR) and the SR 12 – Rio Vista Bridge Study.
(6:45 – 6:50p.m.) – **Pg. 123**
- D. Approval of Final State Route (SR) 12 Transit Corridor Study** Dan Christians
Recommendation:
Approve the final SR 12 Transit Corridor Study dated January 31, 2006.
(6:50 – 6:55 p.m.) – **Pg. 125**
- E. State Legislative Update and Additional FFY 2007 Appropriations Requests** Jayne Bauer
Recommendation:
Approve the following:
1. *Support the following priorities pertaining to the Governor’s proposed bond measure for transportation including the following elements:*
 - (a) *Adopt a constitutional amendment to protect Proposition 42.*
 - (b) *Provide earmarks for the following Solano County projects:*
 - *\$300 million for the I-80/I-680/SR 12 Interchange project*
 - *\$125 million for rail improvements (including the Capitol Corridor)*
 - *\$65 million for the SR 12 Jameson Canyon project*
 - *\$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)*
 2. *Approve additional FFY 2007 Federal appropriations requests for the I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component (\$6 Million) and the Travis Air Force Base (AFB) Access Improvements/Jepson Parkway (\$3 Million).*
- (6:55 – 7:00 p.m.) – **Pg. 131**

X. INFORMATION ITEMS

(No Discussion Necessary)

A. Lifeline Transportation Funding Program
***Informational* – Pg. 145**

Elizabeth Richards

B. Funding Opportunities Summary
***Informational* – Pg. 147**

Sam Shelton

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, March 8, 2006, 6:00 p.m., Suisun City Hall Council Chambers.



MEMORANDUM

DATE: February 2, 2006
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2006

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.

Moving Forward on Rio Vista Bridge Study and SR 12 Safety Project *

Janet Adams, Director of Projects, has agendized a recommendation to retain the necessary project management services to help manage and develop the Project Study Report (PSRs) for the SR 12/Church Road Improvements in Rio Vista and the Rio Vista Bridge Study. Staff has met on several occasions with Caltrans and the City of Rio Vista regarding the process, scope of work, and roles and responsibilities for the initiation of the PSR for these two projects. The traffic needs for both projects will be similar and are a critical component of each effort and utilizing one project manager and one engineering firm for both projects will provide the opportunity for cost efficiencies and enhanced continuity and communications in working and coordinating with both Caltrans and the City of Rio Vista.

Transit Service Planned on SR 12 *

Dan Christians, Director of Planning, and Urbitrans have completed the SR 12 Transit Corridor Study. This marks the first focused evaluation and study of proposed commuter transit service on the SR 12 corridor. The Study was a partnership between the STA, the Napa County Transportation Planning Agency (NCTPA), Fairfield Suisun Transit, Napa VINE Transit, the Solano cities of Fairfield, Rio Vista, and Suisun City, the County of Solano, the Napa cities of American Canyon and Napa, and the County of Napa. The SR 12 Transit Corridor Study has been prepared to serve as the blueprint for the implementation of new commuter transit service on this important commute corridor.

STA's Revises Dates for Trips to Pursue of Federal and State Matching Funds*

Last month, the STA Board adopted its Legislative Priorities and Platform for 2006. The STA's Executive Committee has tentatively rescheduled the date of March 1, 2006 for STA to travel to Sacramento to meet with our four Solano County State Legislators. Jayne Bauer will be working with our state advocate, Tony Rice (Shaw & Yoder), to schedule and coordinate these meetings with those members of the STA Board that are

able to attend. In addition, the STA's trip to Washington D.C., to meet with members of our Federal delegation to discuss 2006 Annual Appropriations for our priority projects has been set for the week of April 2-6, 2006.

STA's Alternative Modes Committee to Recommend Funding Strategy for Bike, Pedestrian and TLC Projects

On February 2, 2006, the STA Board's Alternative Modes Committee met, reviewed and unanimously took action to recommend the STA Board approve an Alternative Funding Strategy to provide dedicated funding for Bike, Pedestrians and Transportation for Livable Communities (TLC) projects identified in the STA's recently adopted the Alternative Modes Element of the Comprehensive Transportation Plan (CTP). If approved by the STA Board, this will dedicate over \$7 million in federal transportation and regional air quality funds to these three programs over the next three years. STA Board consideration of this recommendation is scheduled for March 2006.

New Administrative Assistant Joins STA's SNCI Program

On February 1, 2006, Sharon Bachholder joined the STA filling the vacant Administrative Assistant position for the STA's Solano Napa Commuter Information Program. Sharon is currently a resident on Travis Air Force Base and recently moved to California from the State of Maine.

Attachment:

- A. STA Acronyms List

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

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



DATE: February 1, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of January 11, 2006
- B. Review Draft TAC Minutes of January 25, 2006
- C. STA Board Meeting Schedule for Calendar Year 2006
- D. Amended State Route 12 East Prioritization and Implementation Strategy
- E. Consultant Contract Amendment with Smith Watts & Associates for Development of Public Information Materials for the Traffic Relief and Safety Plan for Solano County
- F. Contract Amendment with Circlepoint for Public Information Materials for the County Transportation Expenditure Plan
- G. Contract Amendment with Circlepoint for Transportation and Land Use Fact Sheet
- H. Bicycle and Advisory Committee (BAC) Member Appointments



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
January 11, 2006

I. CALL TO ORDER

Chair Courville called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Mary Ann Courville (Chair)	City of Dixon
	Len Augustine (Vice Chair)	City of Vacaville
	Steve Messina	City of Benicia
	Harry Price	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	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Acting Clerk of the Board
	Dan Christians	Asst. Exec. Dir./Director of Planning
	Janet Adams	Director of Projects
	Elizabeth Richards	Director of Transit and Rideshare Services
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Associate Planner
	Jennifer Tongson	Assistant Project Manager
	Sam Shelton	Planning Assistant

**ALSO
PRESENT:**

Alan Schwartzman	Benicia Vice Mayor
Elizabeth Patterson	Benicia City Council
Dan Schiada	City of Benicia
Jack Batson	Fairfield Vice Mayor
Mike Duncan	City of Fairfield
Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
Gary Cloutier	Vallejo City Council
Mark Akaba	City of Vallejo
Bill Kasson	Jones & Stokes
John Beatty	Korve Engineering
Erick Cheung	Maze & Associates

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Vice Chair Augustine, 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:

- Vallejo Station and Fairfield/Vacaville Rail Station to Receive 2005-06 Federal Appropriations Earmarks
- CCJPB Board Approves Fund Swap and Expanded Inter-City Rail Service in Solano County
- Assembly Budget Subcommittee #5 for Transportation Meets in Solano County
- STA's 2006 Legislative Priorities
- CTC Names John Barna as new Executive Director
- Programming Additional 2006 STIP Funds for Jepson Parkway
- Caltrans Proposes 2006 SHOPP Funds for Major Rehabilitation of I-80
- STA to Initiate New Safe Routes to Schools Program
- STA's SNCI Program Starts Another New Vanpool Serving Travis AFB

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

Janet Adams cited that Caltrans has provided a Solano County Storm Damage Summary (2006), which was included in the STA Board folders distributed at the meeting.

B. MTC Report:

None reported.

C. STA Report:

1. Federal Legislative Update

Jayne Bauer stated that Mike Miller with the Ferguson Group would provide a Federal Legislative update at the next meeting of the STA Board on February 8, 2006.

Jayne Bauer also provided an update to the following:

- Executive Committee will be meeting with State Legislators in Sacramento on Wednesday, February 1, 2006.
- Federal Legislative Trip in Washington D.C. is scheduled for April 3-6, 2006.

2. 2005 STA Board Highlights

Daryl Halls presented and highlighted the STA's 2005 Year in Review.

VII. INTRODUCTION AND SWEARING IN OF NEW STA BOARD MEMBERS AND ALTERNATES

The following were sworn in as STA's new Board Members and Board Alternate:

- Mayor Harry Price (City of Fairfield) as STA Board Member
- Vice Mayor Alan Schwartzman (City of Benicia) as STA Board Alternate Member
- Vice Mayor Jack Batson (City of Fairfield) as STA Board Alternate Member
- Councilmember Gary Cloutier (City of Vallejo) as STA Board Alternate Member.

VIII. CONSENT CALENDAR

On a motion by Member Woodruff, and a second by Member Price, the staff recommendations for consent calendar items A through G were unanimously approved.

A. STA Board Minutes of December 14, 2005

Recommendation:

Approve STA Board minutes of December 14, 2005.

- B. Review Draft TAC Minutes of January 4, 2006**
Recommendation:
Receive and file.
- C. STA Board Meeting Schedule for Calendar Year 2006**
Recommendation:
Adopt the STA Board meeting schedule for the 2006 calendar year.
- D. FY 2005-06 1st Quarter Budget Report**
Recommendation:
Review and file.
- E. Renewal of Membership with Solano Economic Development Corporation (EDC)**
Recommendation:
Approve the following:
1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 per year for 2006.
 2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2007.
- F. Pedestrian Advisory Committee Bylaws**
Recommendation:
Approve the Pedestrian Advisory Committee Bylaws.
- G. Contract Amendment with Circlepoint for Public Input Facilitation and Materials for 2006 County Transportation Expenditure Plan**
Recommendation:
Authorize the Executive Director to amend the 2005 contract with Circlepoint to include up to an additional \$20,000 for public input facilitation and materials for the 2006 County Transportation Expenditure Plan.

IX. ACTION ITEMS: FINANCIAL

- A. STA's Annual Audit Report FY 2004-05**
Susan Furtado reported that the Basic Financial Statements and Annual Audit for FY 2004-05 has been prepared by the auditing firm of Maze & Associates. She noted that STA's overall financial position for FY 2004-05 does not have any reportable deficiencies that will adversely affect the STA's functions of countywide transportation planning, transportation project development, allocating regional, state and federal transportation funds, transit coordination and providing commuter information.

Erick Cheung, Maze & Associates, also came forward to answer questions from the STA Board.

Board Comments:

None presented.

Recommendation:

Accept the FY 2004-05 Annual Audit for STA.

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

IX. ACTION ITEMS: NON-FINANCIAL

A. Request for Proposal (RFP) of Project Study Reports (PSRs)

Janet Adams reviewed the process for issuing an RFP for preparation of PSRs for the I-80 HOV Lane/Turner Parkway Overcrossing and the SR 12/Church Road Improvements as approved by the STA Board in December 2005. She cited that STA would pursue additional PSRs for projects on the priority list as funding becomes available.

Board Comments:

Vice Chair Augustine requested clarification on the priority order of the PSRs.

Daryl Halls responded that the I-80 HOV Lane Turner Overcrossing Parkway PSR is being advanced earlier because it is funded by Federal SAFETEA Demo Funds.

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to have one consultant complete both the PSRs for the SR 12/Church Road Improvements and the SR 12 – Rio Vista Bridge Study.
2. Authorize the STA Executive Director to issue the RFP to include provisions for the establishment of an eligibility list for PSRs that would be valid for the next three years.

At the request of Chair Courville, Janet Adams was asked to proceed to the next agenda item, and at the completion of her report, a request to approve the three recommendations would be done in one motion.

B. Request for Proposal (RFP) of Project Management Services

Janet Adams identified the proximity and similar scope of the SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study, and the recommendation to utilize the same consultant for Project Management services for both projects. She cited that the proposal to combine the Project Management for these two efforts is dependent on further discussions with the City of Rio Vista and Caltrans for concurrence on the scope of work.

Board Comments:

None provided.

Recommendation:

Authorize the Executive Director to issue an RFP for Project Management Services for the I-80 HOV Lane/Turner Parkway Overcrossing PSR.

On a motion by Member Intintoli, and a second by Member Price, the staff recommendations to approve Agenda Item IX.A, 1.) Authorize the STA Executive Director to have one consultant complete both the PSRs for the SR 12/Church Road Improvements and the SR 12 – Rio Vista Bridge Study. 2.) Authorize the STA Executive Director to issue the RFP to include provisions for the establishment of an eligibility list for PSR's that would be valid for the next three years, and Agenda Item IX.B, Request for Proposal (RFP) of Management Services, Authorize the Executive Director to issue an RFP for Project Management Services for the I-80 HOV Lane/Turner Parkway Overcrossing PSR were unanimously approved.

C. STA's FFY 2007 Federal Appropriations

Jayne Bauer summarized the funding needs for the Vallejo Intermodal Station (\$65 million) and the Fairfield/Vacaville Intermodal Station (Phase I) (\$29 million). She outlined the proposed requests for FFY 2007 Federal appropriations as follows: Vallejo Intermodal Station at \$4 million and Fairfield/Vacaville Intermodal Station (Phase I) at \$1.9 million.

Board Comments:

None presented.

Recommendation:

Authorize the STA Board to approve STA's FFY 2007 Federal appropriations requests for the Vallejo Intermodal Station (\$4 million) and the Fairfield/Vacaville Intermodal Station (\$1.9 Million).

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

XI. SELECTION OF 2006 STA CHAIR AND VICE CHAIR

Recommendation:

1. Select STA Chair and Vice-Chair for 2005.

On a motion by Chair Courville, and a second by Member Spring, the STA Board unanimously approved the selection of Len Augustine (City of Vacaville) as Chair.

On a motion by Chair Courville, and a second by Vice Chair Augustine, the STA Board unanimously approved the selection of Anthony Intintoli (City of Vallejo) as Vice Chair.

- XI. 2. Request new Chair designate the Executive Committee for 2006.

Elected Chair Augustine notified the Board that he has designated Board Members Courville, Intintoli, and Spering as members of the 2006 Executive Committee.

XII. INFORMATION ITEMS (No Discussion Necessary)

- A. Intercity Transit Funding Agreement – Status Update
- B. Federal Highway Administration Inactive Obligations Update
- C. Project Monitoring and Delivery Update
- D. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS:

None presented.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 6:45 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, February 8, 2006 at the Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat

Acting STA Clerk of the Board

2/3/06
Date



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
January 25, 2006

I. CALL TO ORDER

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

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Mike Duncan	City of Fairfield
	Brent Salmi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Gary Leach	City of Vallejo
Daryl Halls	STA
Charles Lamoree	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Robert Guerrero	STA
Jennifer Tongson	STA
Johanna Masiel	STA

II. APPROVAL OF AGENDA

On a motion by Mark Akaba, and a second by Dan Schiada, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer requested from each city and the County a list of projected dates for Groundbreaking and/or Ribbon Cutting Events in 2006.

Jennifer Tongson stated that the Resolutions, Legal Opinions, and Certification of Assurances are due to the STA by February 22, 2006.

Other: City of Fairfield's Mike Duncan announced the upcoming Local Streets and Roads Committee meeting at MTC to be held on February 3rd at 9:00 a.m.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC unanimously approved Consent Calendar Items A through F.

Recommendations:

A. Minutes of the TAC Meeting of January 4, 2006

Recommendation:

Approve minutes of January 4, 2006.

B. STA Board Meeting Highlights of January 11, 2006

Informational

C. STIA Board Meeting Highlights of January 11, 2006

Informational

D. STA 2006 Board Meeting Calendar Update

Informational

E. Funding Opportunities Summary

Informational

F. Amended SR 12 East Operational Prioritization and Implementation Strategy

Recommendation:

Forward a recommendation to the STA Board to approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.

VI. ACTION ITEMS

A. **STIA Adoption of Draft Traffic Relief and Safety Plan (TRSP) Prior to Forwarding to Cities and County for Approval**

Daryl Halls summarized the draft "Traffic Relief and Safety Plan for Solano County" County Transportation Expenditure Plan (dated January 25, 2006) to be reviewed and adopted by the STIA Board at a Special Meeting on February 1, 2006. He also highlighted the funding allocation percentages and estimated funding for the major priority project categories included in the draft expenditure plan. He stated that an updated summary of the comments would be provided to the TAC.

Chuck Lamoree provided an overview of the draft Transportation Sales Tax Ordinance also to be reviewed by the STIA Board at a Special Meeting on February 1, 2006.

Based on input provided, the TAC recommended some modifications to the draft ordinance. The recommended changes are as follows: 1) To add SR 113 to the list of Major Highway Corridors for potential safety improvements under the applicable Project Category, 2) In the Local Maintenance of Effort Program (Section 7) to provide that the formula (population and centerline road mileage) would be reviewed every two years and modified as agreed among the member agencies. 3) To simplify the process for allocation of excess funds provided for in Section 36.

Recommendation:

Forward a recommendation to the STIA Board to approve the draft "Traffic Relief and Safety Plan for Solano County" as specified in attachment A.

On a motion by Dale Pfeiffer, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation with the proposed modifications to the draft "Traffic Relief and Safety Plan for Solano County".

B. **Request for Proposal (RFP) of Project Management Services**

Janet Adams reviewed the proximity and similar tasks in the scope of work for the SR 12/Church Road Improvements PSR and the SR 12-Rio Vista Bridge Study. She cited that the proposal to combine the Project Management for these two efforts was discussed and concurred with by the City of Rio Vista on January 12, 2006.

Dale Pfeiffer requested to bring back the Project Management Services contract with specific information on the breakdown of cost between Church Road Improvements PSR and SR 12-Rio Vista Bridge Study.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to issue an RFP for Project Management Services for SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study.

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

C. Final State Route (SR 12) Transit Corridor Study

Dan Christians provided an overview of the revised report entitled “State Route 12 Corridor Study, January 2006”. He also distributed an addendum that included incorporated revisions from the City of Fairfield: SR 12 Projected Ridership by Implementation Phase and Estimated Current Costs and Revenues by Phase and further text updates and edits requested from members of the TAC.

Recommendation:

Forward a recommendation to the STA Board to approve the final SR 12 Transit Corridor Study dated January 2006.

On a motion by Mike Duncan, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended.

D. Intercity Transit Funding Agreement – Status Update

Elizabeth Richards reviewed the goals drafted by the Intercity Funding Group (ITF) for developing a uniform methodology for shared funding of Intercity Transit Services. She stated that for the purpose of evaluating Intercity Transit Service changes on the basis of not only cost but also for system-wide impacts and service evaluation parameters have also been drafted for reference. She cited that this will be brought through the TAC and to the STA Board for approval once a draft methodology for intercity transit service subsidy and the underlying costs and revenues have been agreed to by the transit operators and funding partners.

She noted that based on input from an earlier meeting, the Transit Consortium voted to table this item until the next meeting in February with recommendation to the STA Board to approve General Principles for the Intercity Transit Funding Group. By consensus, the STA TAC concurred.

Recommendation:

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

1. Goals for the Intercity Transit Funding Group
2. Service Evaluation Parameters

On a motion by Dan Schiada, and a second by Gary Cullen, the STA TAC voted to table this item until the next meeting in February with a recommendation to the STA Board to approve General Principles for the Intercity Transit Funding Group.

E. State Legislative Update – January 2006

Jayne Bauer provided State legislative updates to the proposed State Budget for 2006-07 released by Governor Arnold Schwarzenegger on January 11, 2006, and reviewed Solano County earmarks submitted by Caltrans and the Business, Transportation and Housing Agency for regional projects to receive State matching funds through the Governor's bond proposal.

Recommendation:

Forward a recommendation to the STA Board to support the following priorities pertaining to a proposed bond measure for transportation including the following elements:

1. Adopt a constitutional amendment to protect Proposition 42.
2. Provide earmarks for Solano County projects including the I-80/I-680/SR 12 Interchange, SR 12 Jameson Canyon, Corridor Management (i.e. McGary Road) projects, and Capitol Corridor track improvements.

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

VII. INFORMATION ITEMS

A. Development of a Draft Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

Daryl Halls reviewed STA's draft Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08 that has been updated by staff. He noted the revised Work Plan includes 38 of the previous 42 items on the current list of STA Board adopted priority projects. He stated that the schedule for development and adoption as well as the funding of the OWP would be agendized as part of the STA's adoption of its FY 2006-07 and FY 2007-08 budgets scheduled for June 2006.

B. Updated Corridor Project Costs

Janet Adams provided an update to the recommended escalation costs (based on feedback from Korve Engineering) for the SR 12 MIS and the I-80/I-680/I-780 Major Investment & Corridor Study.

C. Regional Measure 2 Update

Jennifer Tongson reviewed the Regional Measure 2 (RM 2) Capital Program Project List for STA sponsored projects and the RM 2 Solano County Status Matrix. She also scheduled a series of meetings on February 9, 2006 with implementing agencies to discuss the status, schedule, funding plan, and agency roles and responsibilities for RM 2 capital projects.

D. Transportation Development Act (TDA) and State Transit Assistance Funds FY 2005-06 Status

Elizabeth Richards stated that the new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections are in the process of being developed by MTC. She cited that MTC's estimates will be released in late February and TDA and STAF requests that have not been submitted to MTC will not appear. She stated that staff would be working with local jurisdictions to clarify the status of any outstanding allocations.

E. Lifeline Transportation Funding Program

Elizabeth Richards cited that the first Call for Projects is planned for March 2006 with applications due at the end of April 2006. She stated that MTC would be holding a Lifeline Funding Program informational meeting in Vallejo on Thursday, February 16, 2006.

F. Alternative Modes Funding Strategy

Robert Guerrero distributed and reviewed a revised draft Alternative Modes Funding Strategy. He cited that the estimated funding amounts indicated for each program would be available for allocation in the amounts specified for each fiscal year. He recommended the strategy be implemented by having the Alternative Modes Committee be the primary review body for TLC projects with the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee continuing to serve as the primary review body for bicycle and pedestrian programs.

VIII. ADJOURNMENT

The meeting was adjourned at 3:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 22, 2006.**



DATE: February 8, 2006
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board Meeting Schedule Update

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



STA BOARD MEETING SCHEDULE
(For the Calendar Year 2006)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
February 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA Annual Awards	TBD - Vacaville	TBD
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: January 31, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Amended State Route 12 East Prioritization and Implementation Strategy

Background:

The Major Investment Study (MIS) for State Route (SR) 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 SR 12 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 reviewed the report and initial comments received from Caltrans.

Further comments were received from Caltrans on September 23, 2005 and October 27, 2005. In the October 27th 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. 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 SR 12/Church Road Improvements.

STA Board member and Rio Vista Mayor Ed Woodruff also recently submitted a letter dated October 25, 2005, requesting the following:

- A. Assistance to increase enforcement to address safety and speeding problems along SR 12;
- B. Reinstating the double-fine zone;
- C. Raising the priority of SR 12 safety improvement projects and having these projects funded and constructed as soon as possible; and
- D. 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 (PSRs) 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 Committee 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 the SR 12 Realignment and Rio Vista Bridge Study.

On November 30, 2005, the STA TAC unanimously recommended the STA Board approve the 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 SR 12 East Corridor. At that time, the TAC also requested that the amendment to the operational report be prepared incorporating traffic interconnection/synchronization on SR 12 from Fairfield to Suisun City under safety related projects.

On December 14, 2005, the STA Board approved the SR 12 East Prioritization and Implementation Strategy. However, the amendment regarding traffic synchronization had inadvertently not yet been incorporated into the consultants' report. On January 6, 2006, Korve Consultants amended their report to incorporate the TAC's recommendation (Attachment A).

On January 25, 2006, the STA TAC unanimously forwarded a recommendation to the STA Board to approve the amended SR 12 East Prioritization and Implementation Strategy.

Fiscal Impact:

None

Recommendation:

Approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.

Attachment:

- A. Amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.



January 6, 2006

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

RE: STATE ROUTE 12 MIS IMPROVEMENTS – DRAFT PRIORITIZATION #3

Dear Mr. Christians:

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
- 3h Signal Interconnection – Fairfield and Suisun City

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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 Los Angeles
 Salt Lake City

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
3h	Signal Interconnection – Fairfield to Suisun	n/a

¹Accidents 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 be 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

¹The 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.

²The 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.



MR. DAN CHRISTIANS
JULY 20, 2005
PAGE 5

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.

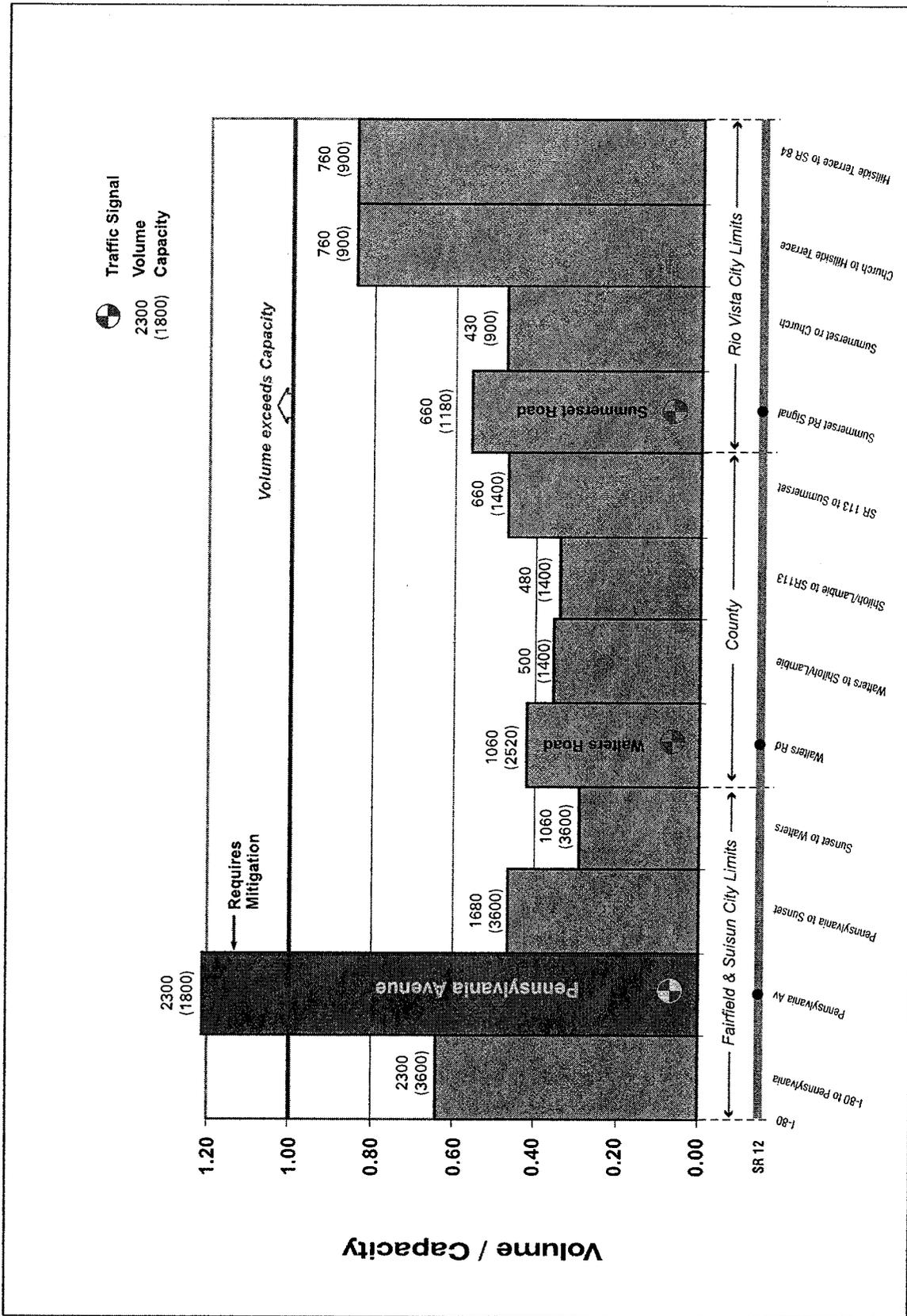
A handwritten signature in cursive script, appearing to read 'Bill Burton'.

Bill Burton, PE
Senior Traffic Engineer

Attachment

Volume/Capacity Figures

Traffic Signal Warrant Worksheets



SR 12 PRIORITIZATION
Figure 1
EASTBOUND 2005 WITH NO PROJECTS
 PM Peak Hour



2005 No Projects rev.cdr

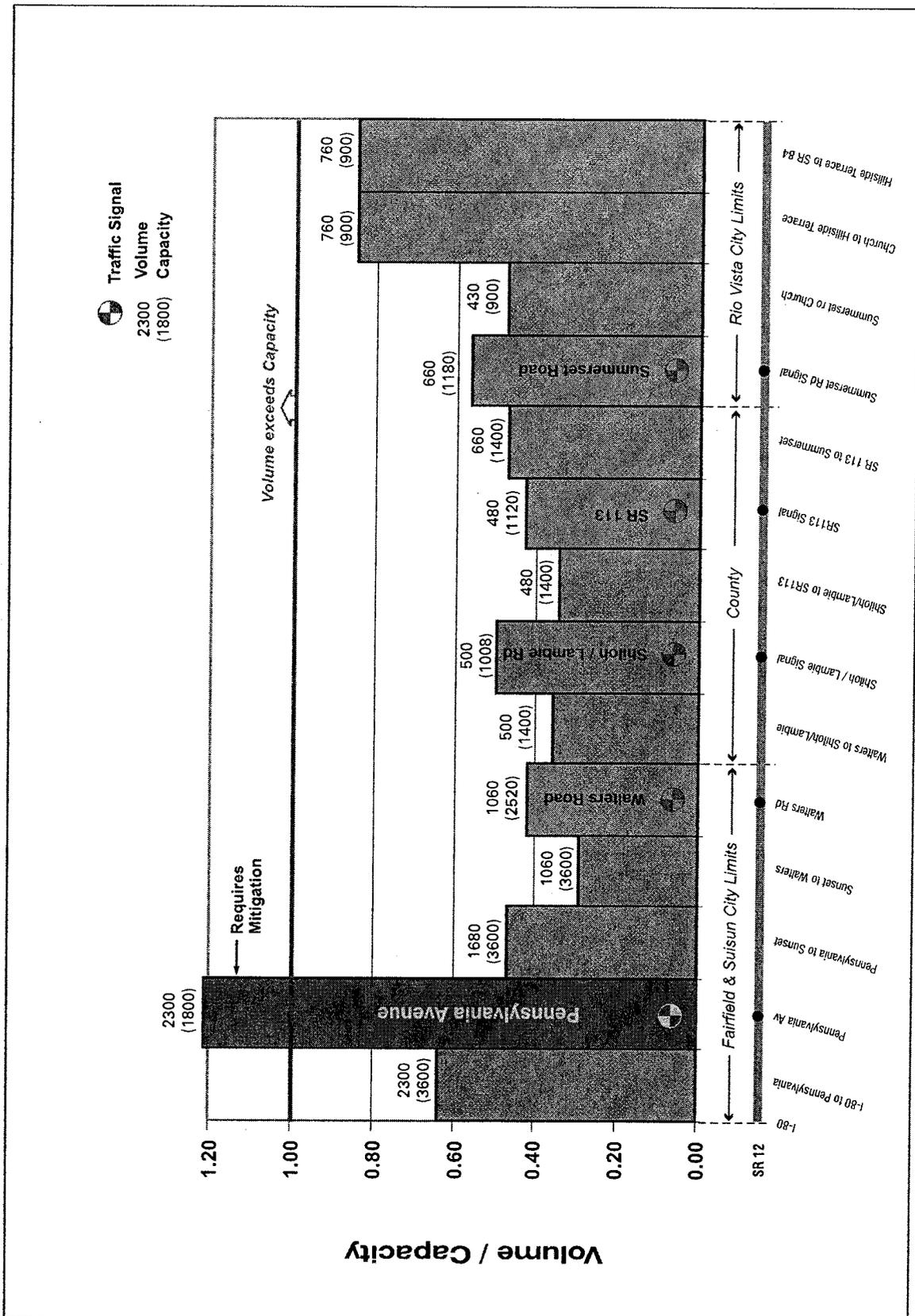


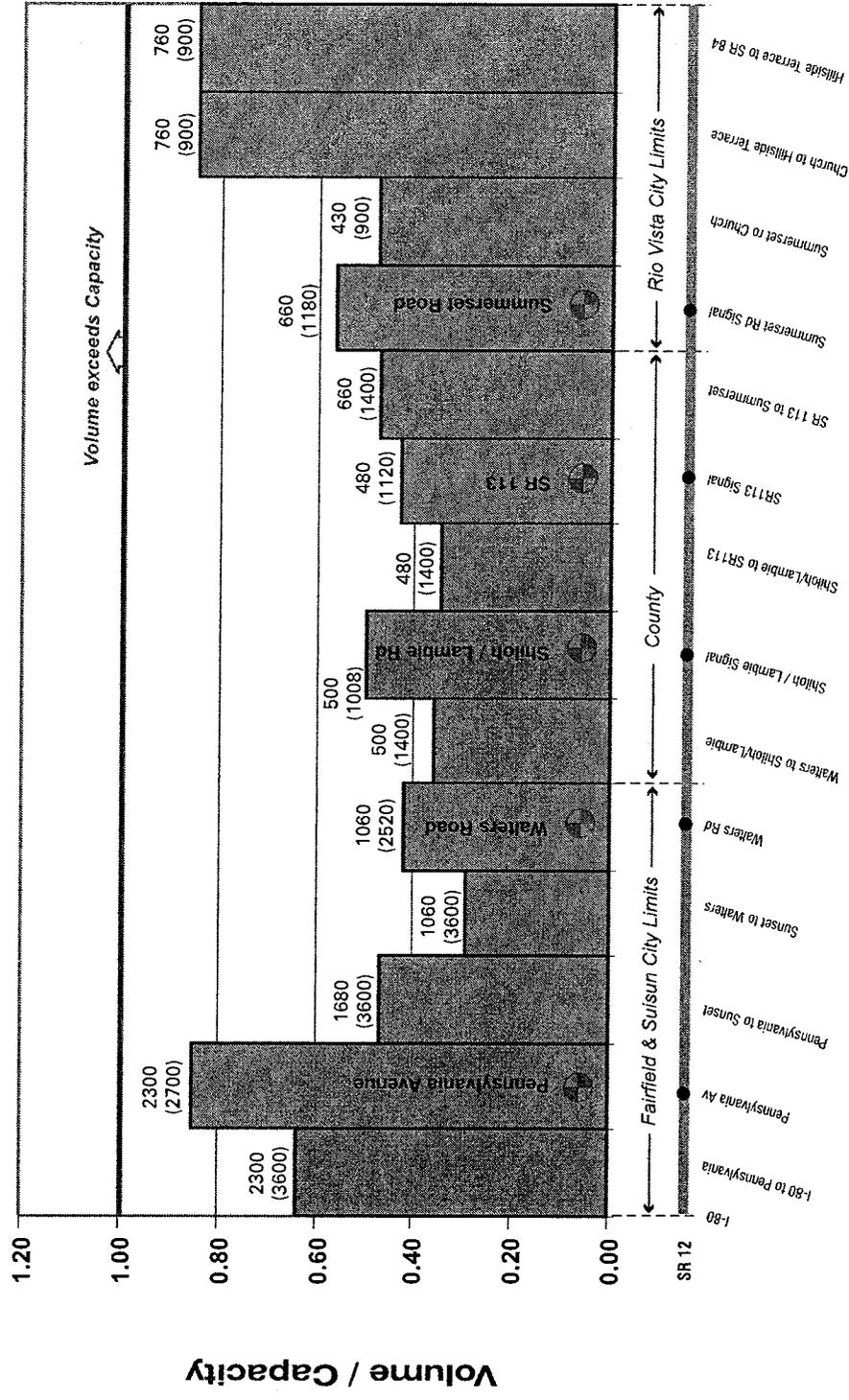
Figure 2
EASTBOUND 2005 WITH TRAFFIC SIGNALS AT SHILOH/LAMBIE AND SR 113
 PM Peak Hour



SR 12 PRIORITIZATION

2005 w TS.cdr

 Traffic Signal
 2300
 (1800) Capacity

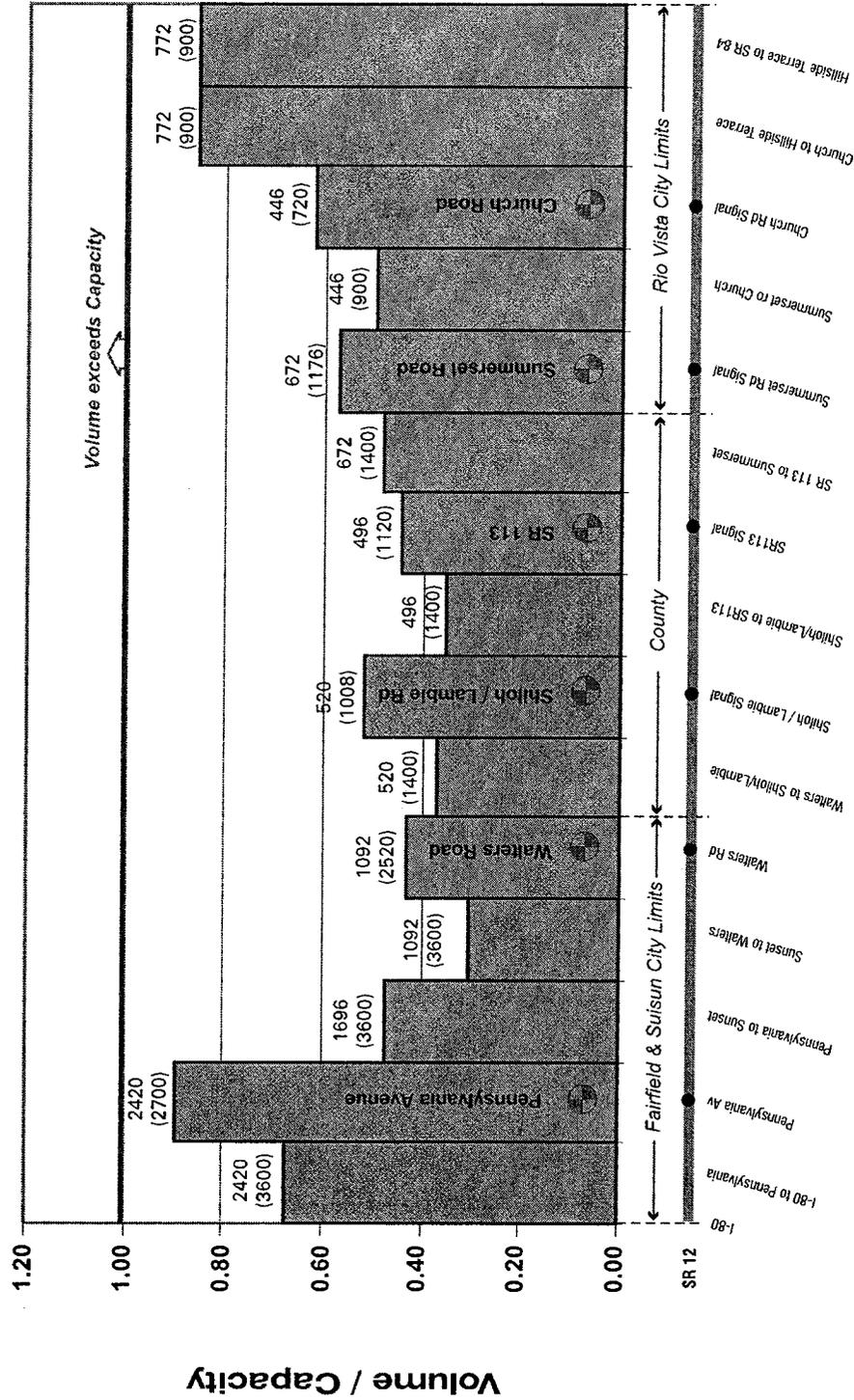


SR 12 PRIORITIZATION
Figure 3
EASTBOUND 2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA
 PM Peak Hour



2005 W Geometric Improvements.cdr

 Traffic Signal
 2300 Volume
 (1800) Capacity

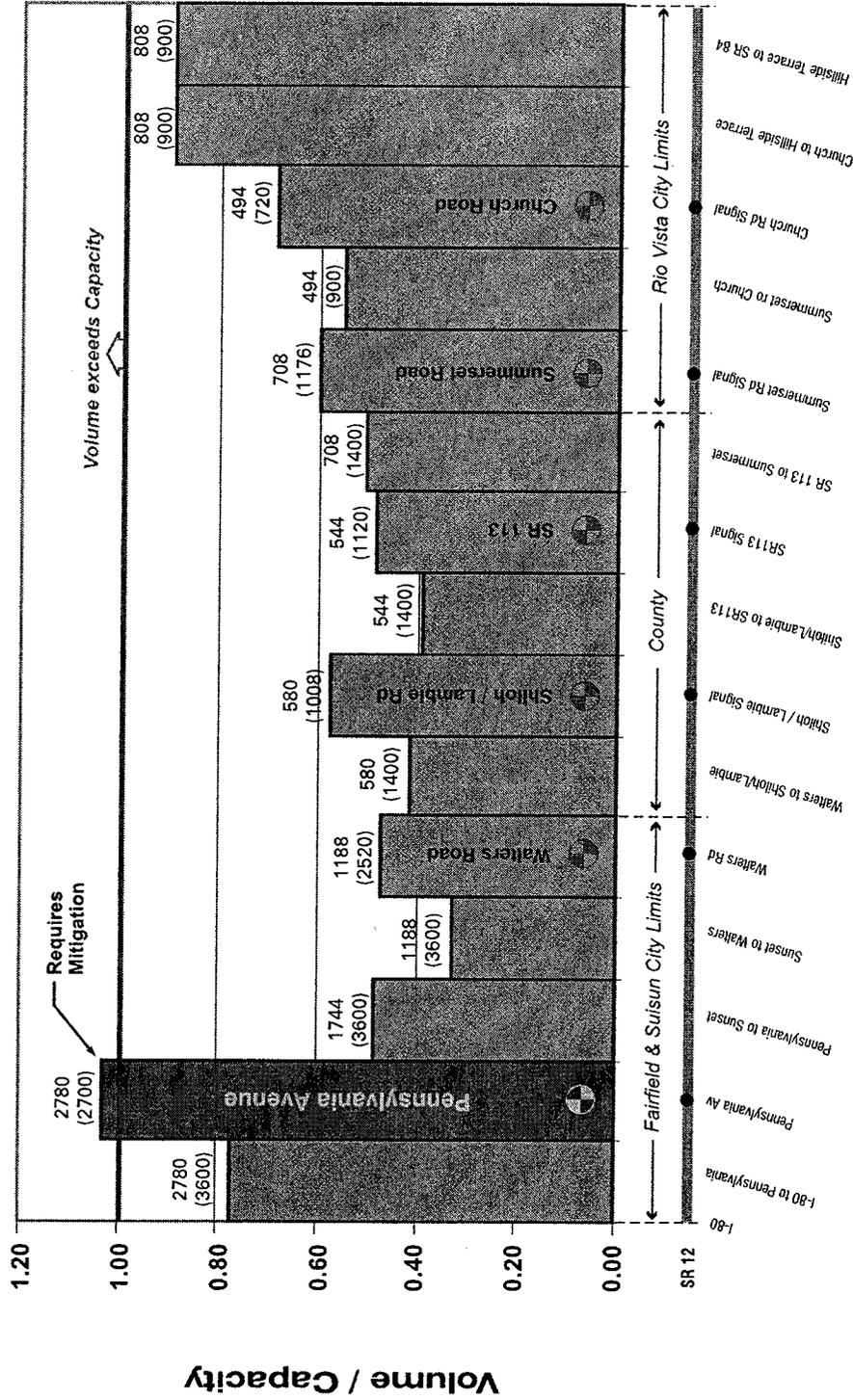


SR 12 PRIORITIZATION
Figure 4
EASTBOUND 2006 WITH TRAFFIC SIGNALS AT CHURCH ROAD
 PM Peak Hour



2006 w Church signal.odr

 Traffic Signal
 2300 Volume
 (1800) Capacity



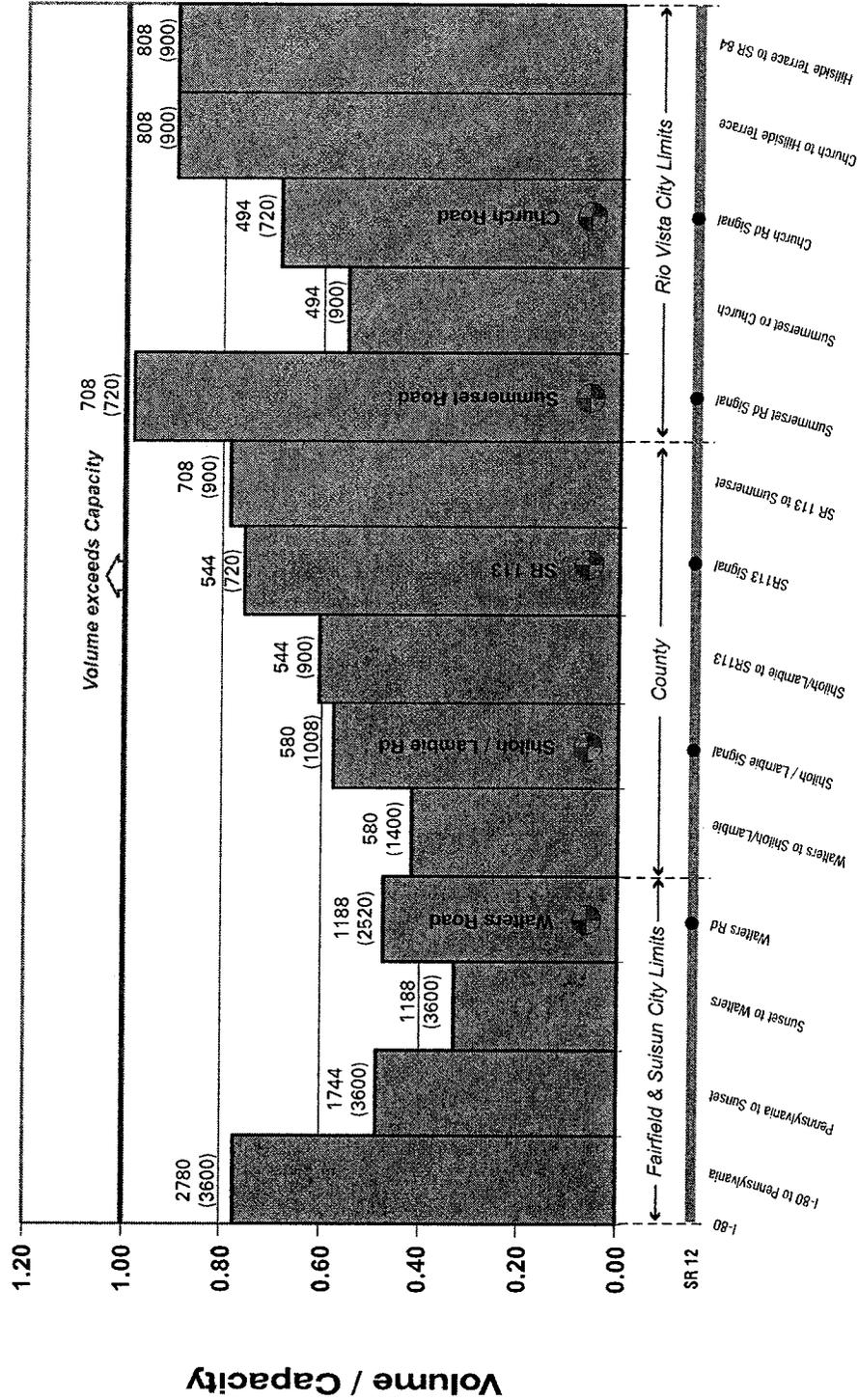
SR 12 PRIORITIZATION

Figure 5
EASTBOUND 2009 WITH SCHEDULED PROJECTS
 PM Peak Hour



2009 w Scheduled.cdr

 Traffic Signal
 Volume
 Capacity



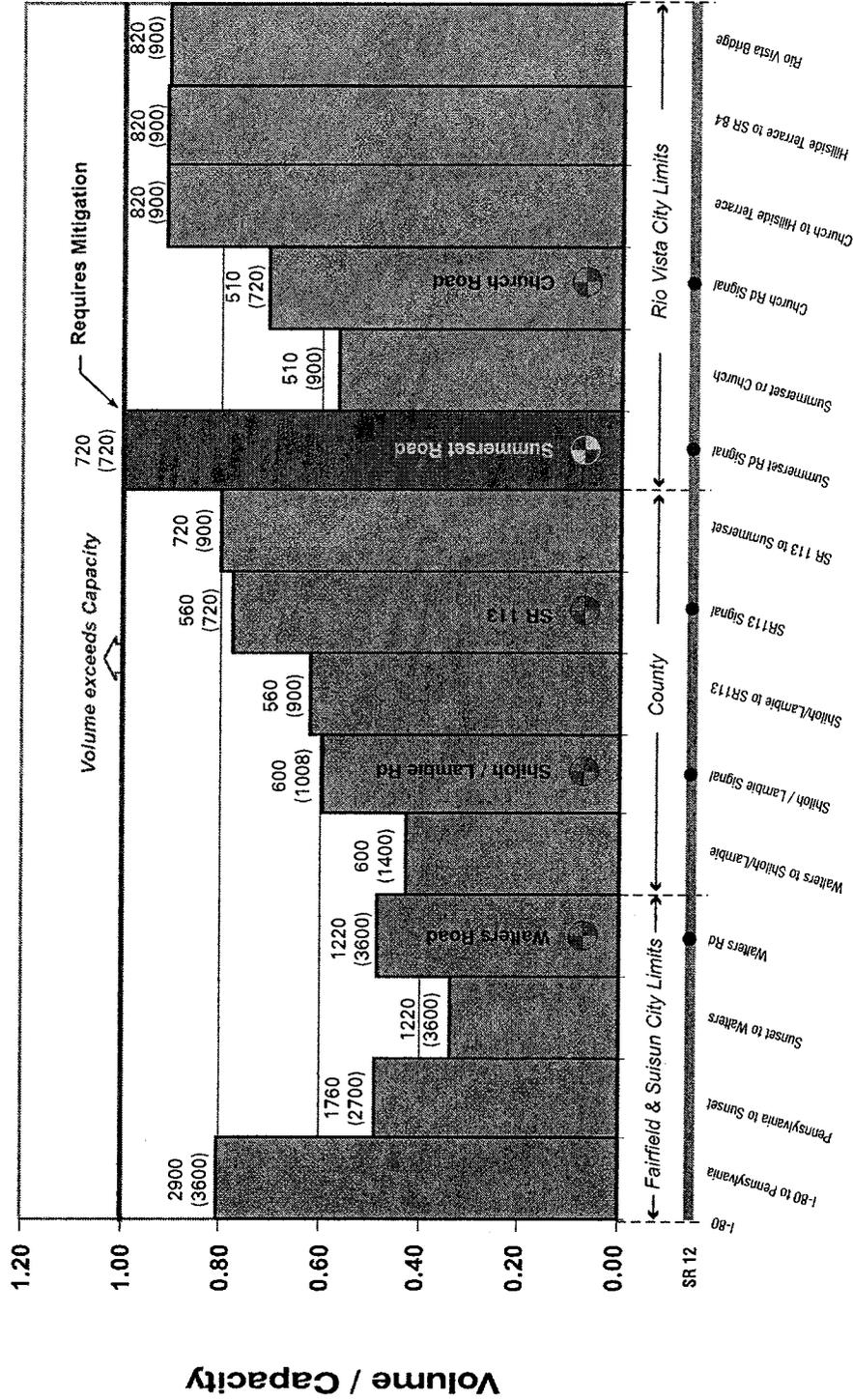
SR 12 PRIORITIZATION

Figure 6
EASTBOUND 2009 WITH PENNSYLVANIA GRADE SEPARATION
PM Peak Hour



2009 w Penn Grade Sep.cdr

 Traffic Signal
 2300 Volume
 (1800) Capacity

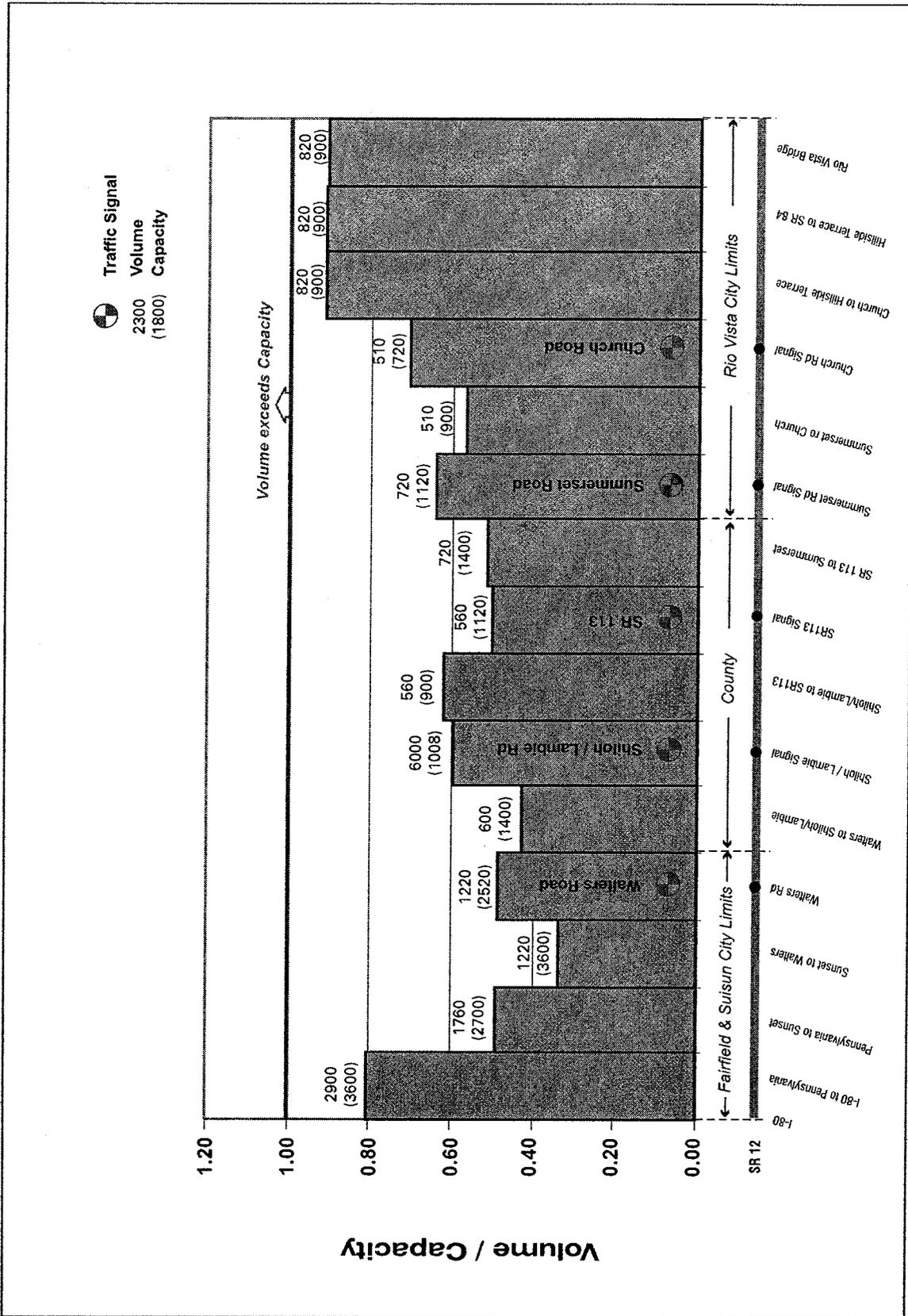


SR 12 PRIORITIZATION

Figure 7
EASTBOUND 2010 WITH SCHEDULED PROJECTS
 PM Peak Hour



2010 w Scheduled rev.ccd

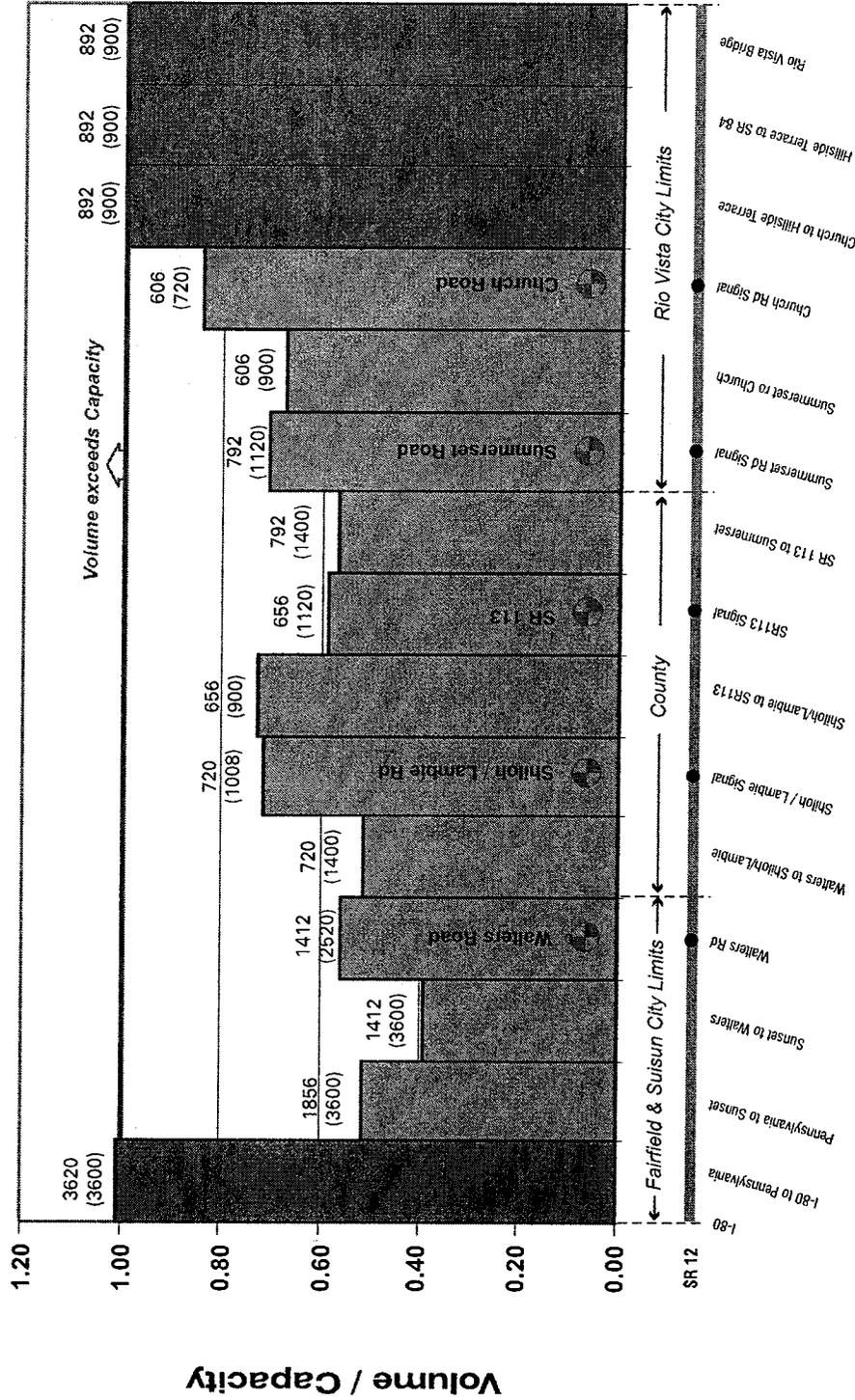


SR 12 PRIORITIZATION
Figure 8
EASTBOUND 2010 WITH MEDIAN AND SHOULDERS
PM Peak Hour



2010 w Median.cd

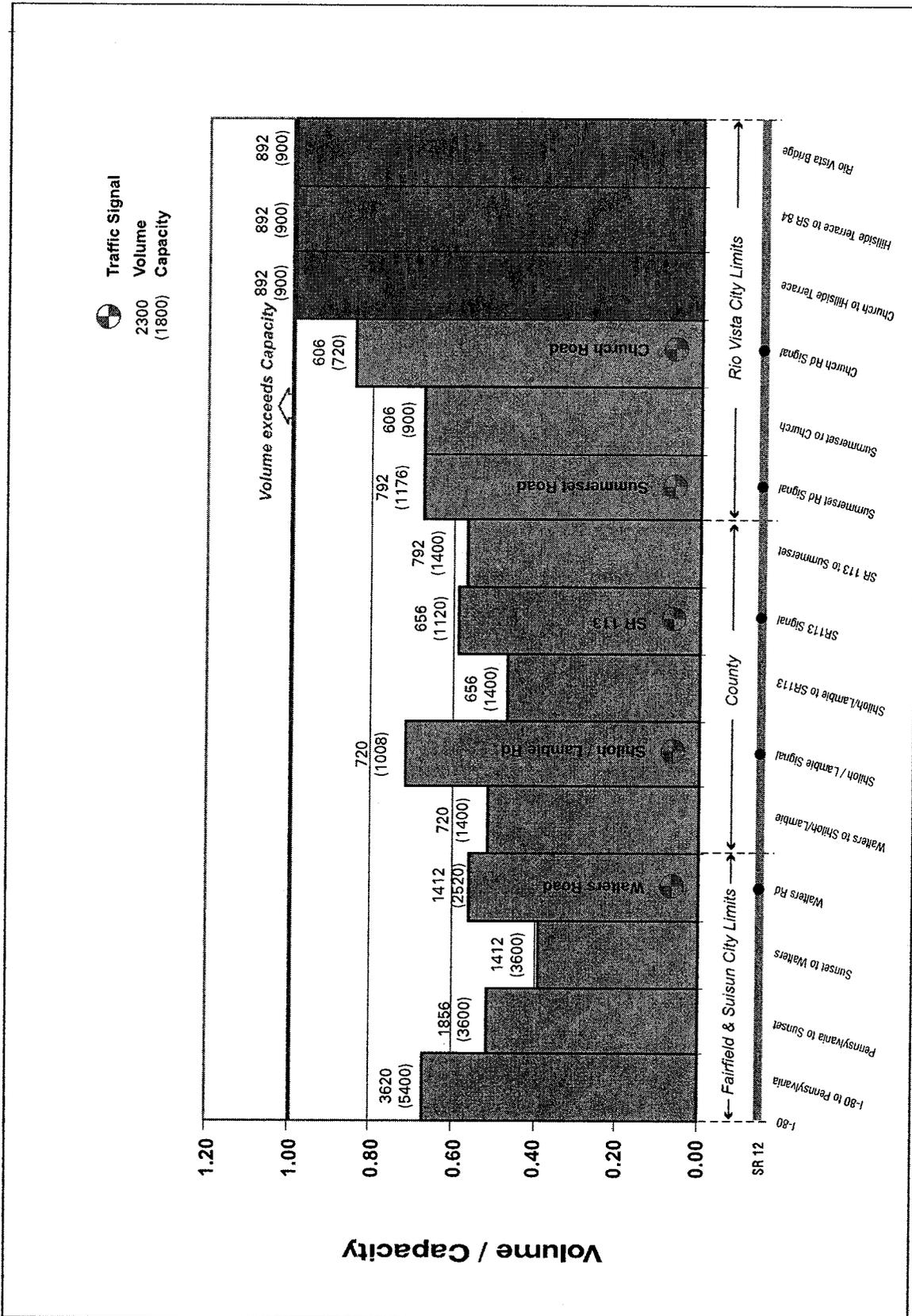
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION

Figure 9
EASTBOUND 2016 WITH SCHEDULED PROJECTS
 PM Peak Hour

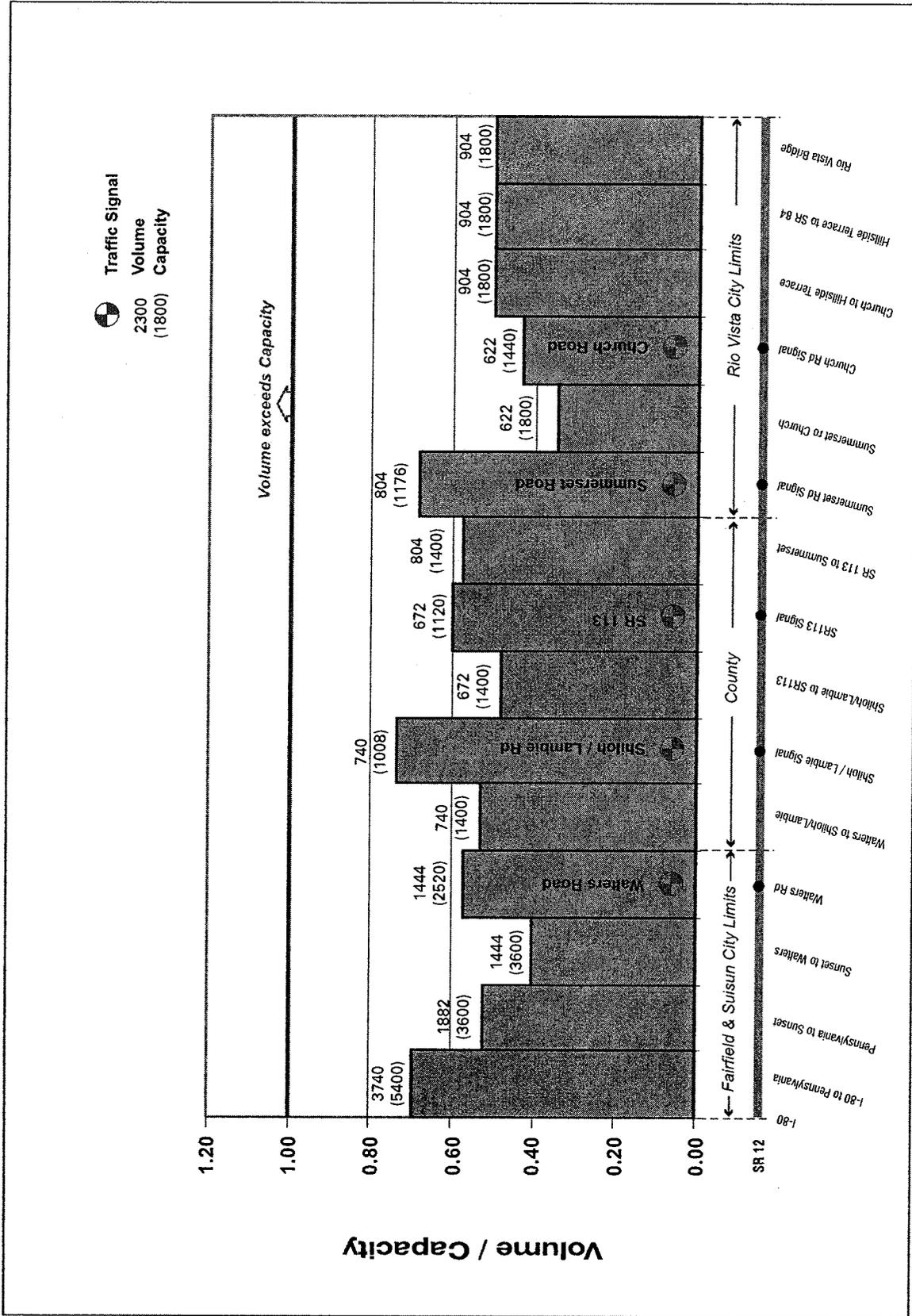




SR 12 PRIORITIZATION
Figure 10
EASTBOUND 2016 WITH WIDENING FROM I-80 TO WEBSTER/JACKSON
PM Peak Hour



2016 w Widening.doc



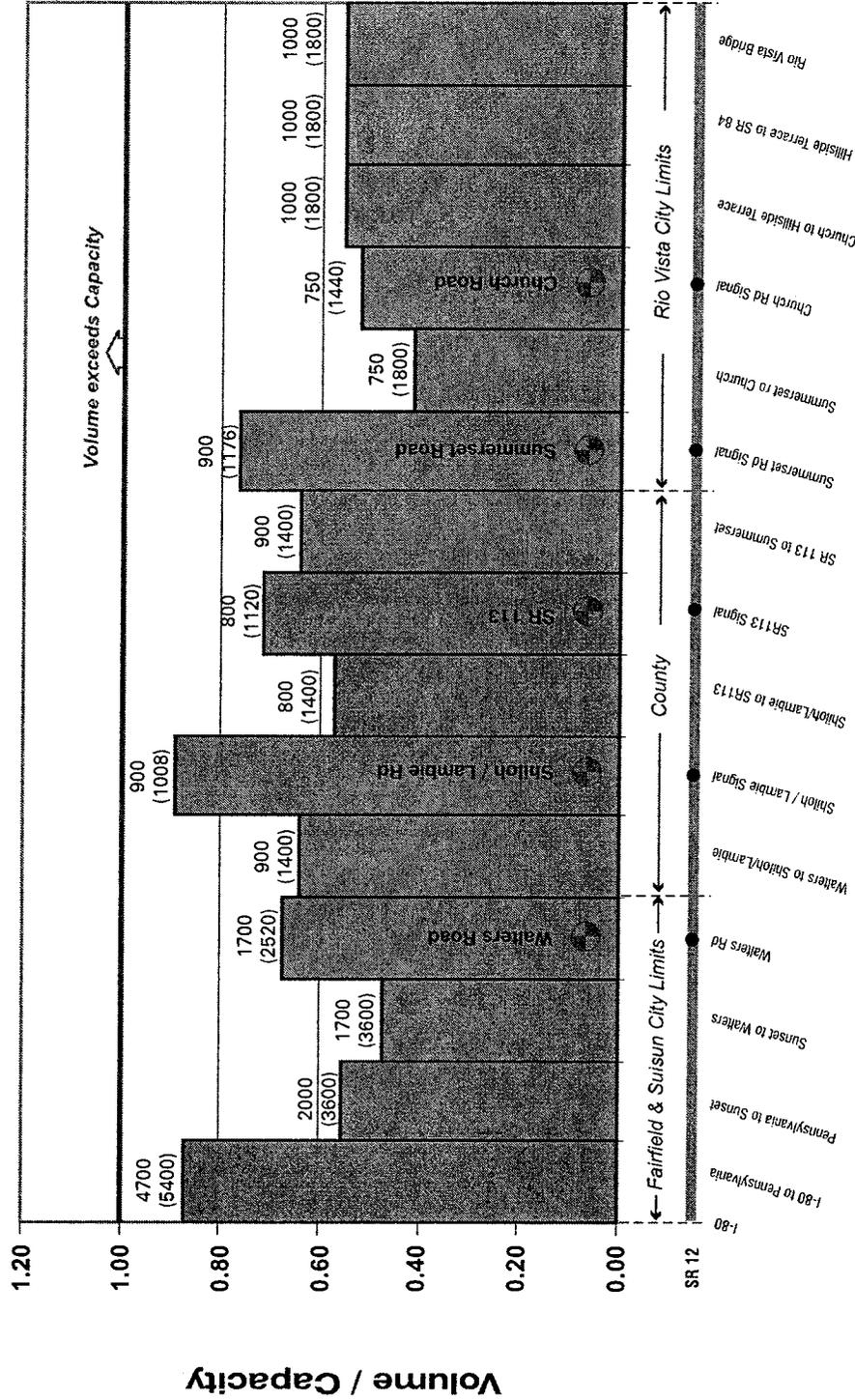
SR 12 PRIORITIZATION

Figure 11
2017 WITH WIDENING FROM SUMMERSET ROAD TO SR 84 & RIO VISTA BRIDGE
PM Peak Hour



2017 w Widening 2.cd

 Traffic Signal
 2300 Volume
 (1800) Capacity

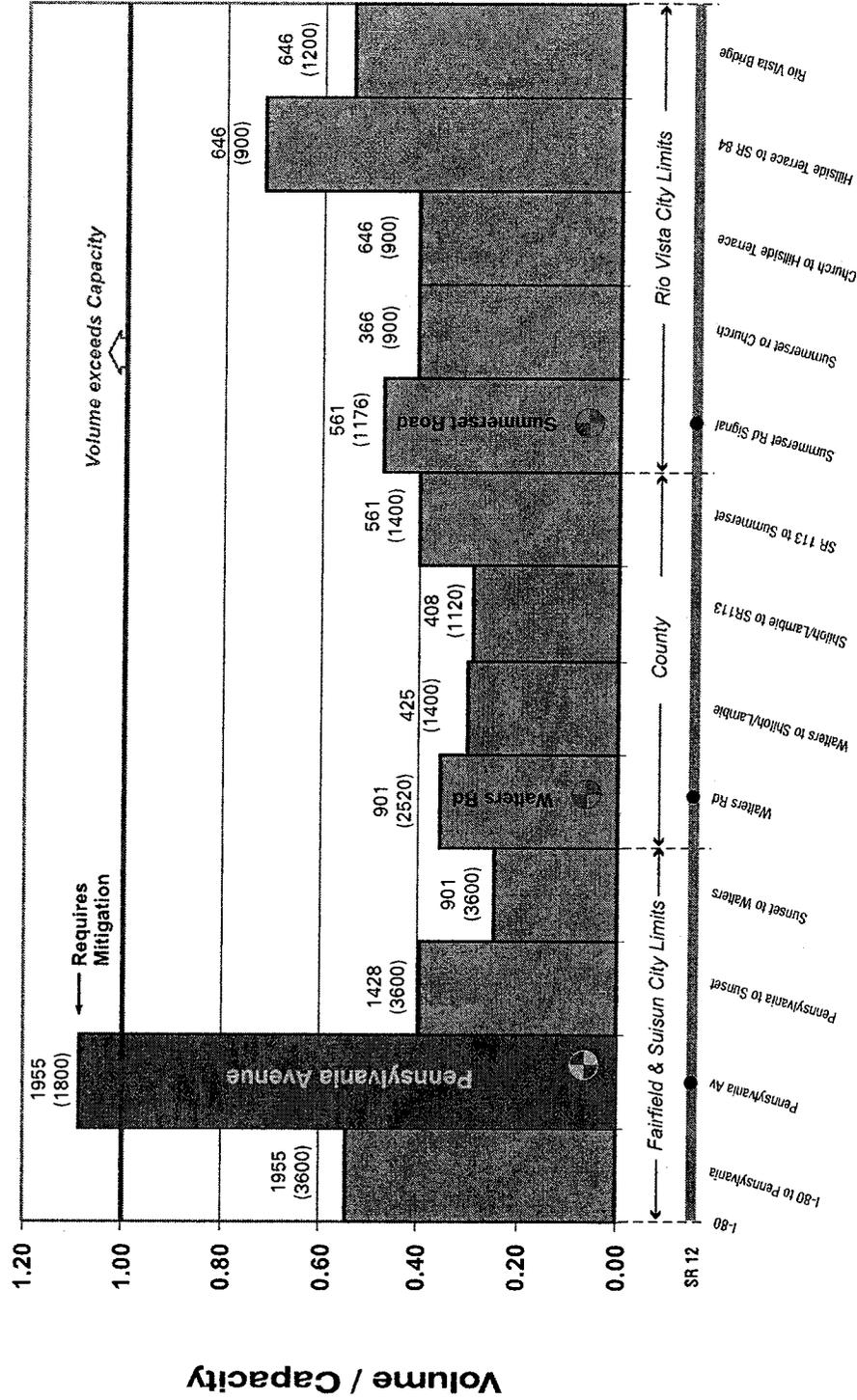


SR 12 PRIORITIZATION
Figure 12
EASTBOUND 2025 WITH SCHEDULED PROJECTS
 PM Peak Hour



2025 w/ Scheduled.cd

 Traffic Signal
 2300
 (1800) Capacity

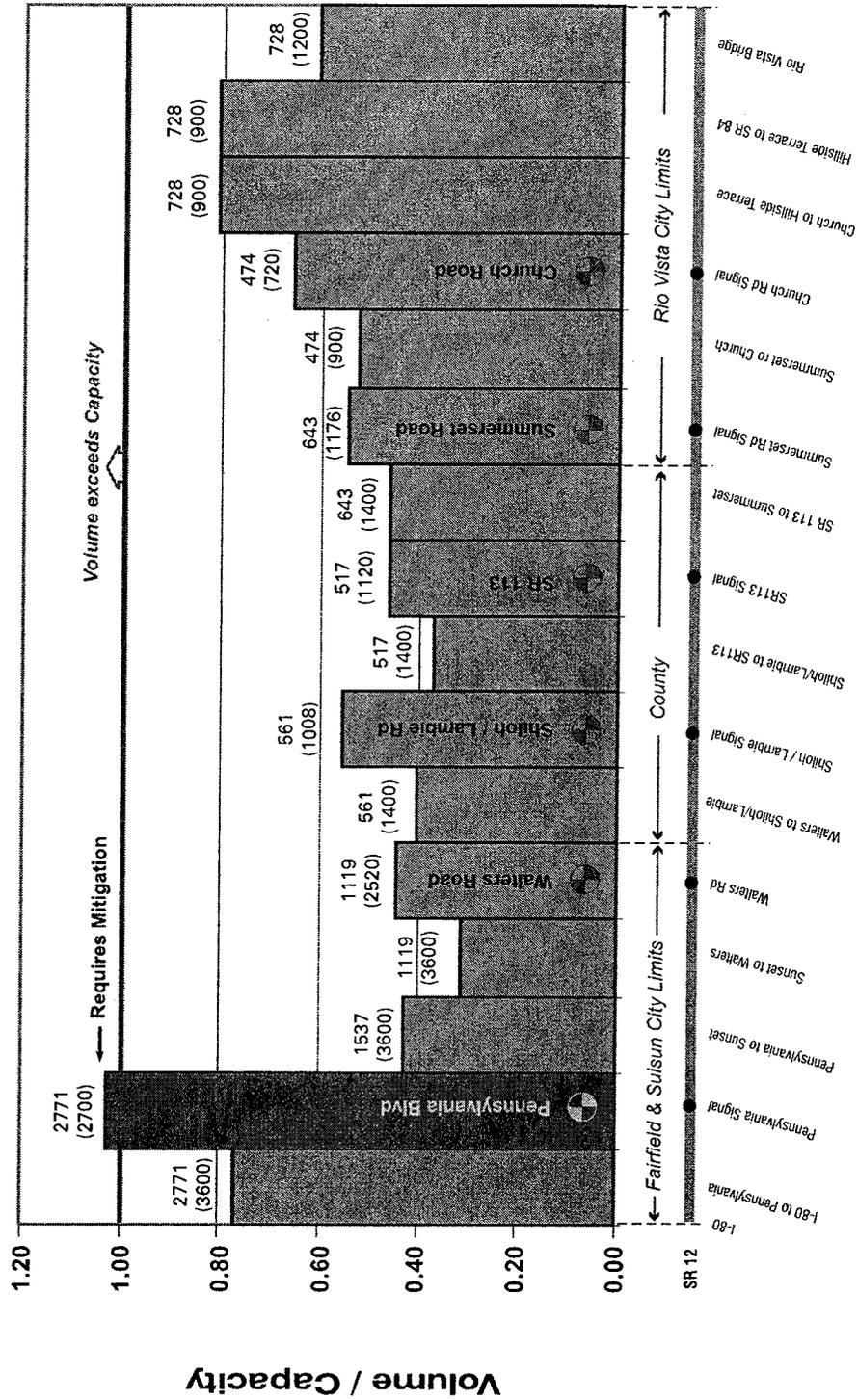


SR 12 PRIORITIZATION

Figure 13
WESTBOUND 2005 WITH NO PROJECTS
AM Peak Hour



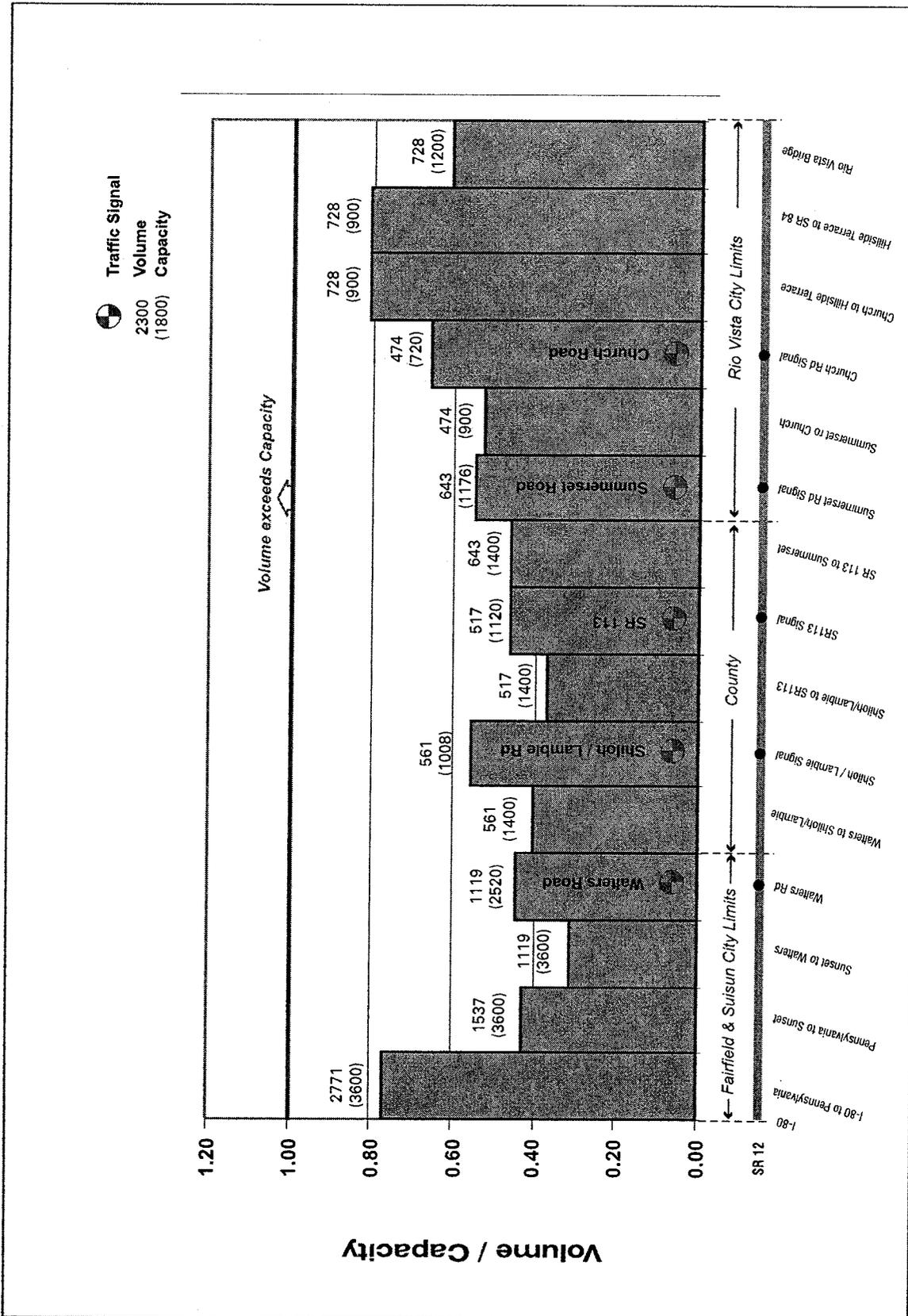
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure 15
WESTBOUND 2013 WITH SCHEDULED PROJECTS
 AM Peak Hour



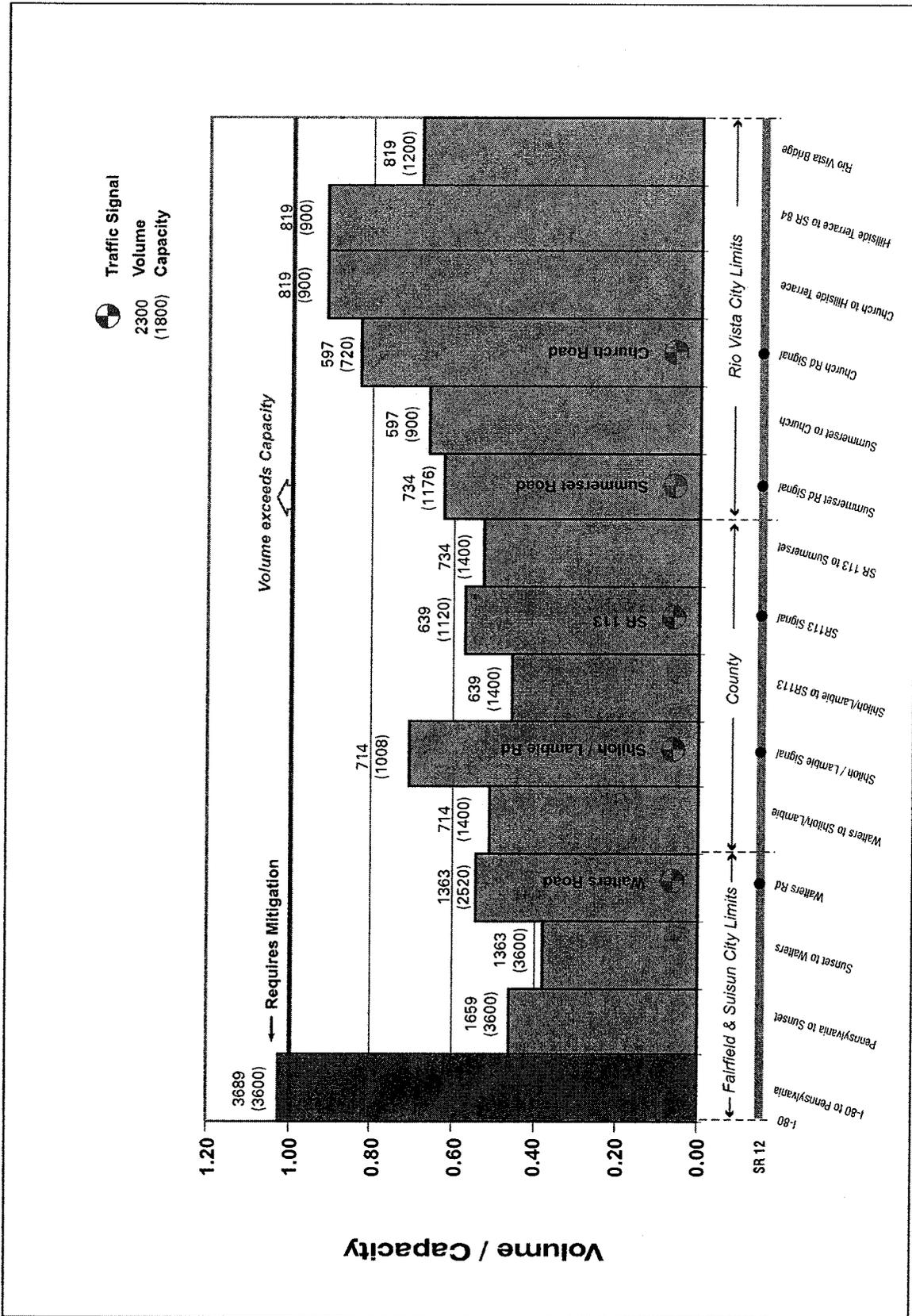
2013 w Scheduled WB.ch



SR 12 PRIORITIZATION
Figure 16
WESTBOUND 2013 WITH PENNSYLVANIA GRADE SEPARATION
AM Peak Hour



2013 w Penn Grade Sep WB.doc



SR 12 PRIORITIZATION

Figure 17
WESTBOUND 2022 WITH SCHEDULED PROJECTS
AM Peak Hour



2022 Scheduled IWB.cdr

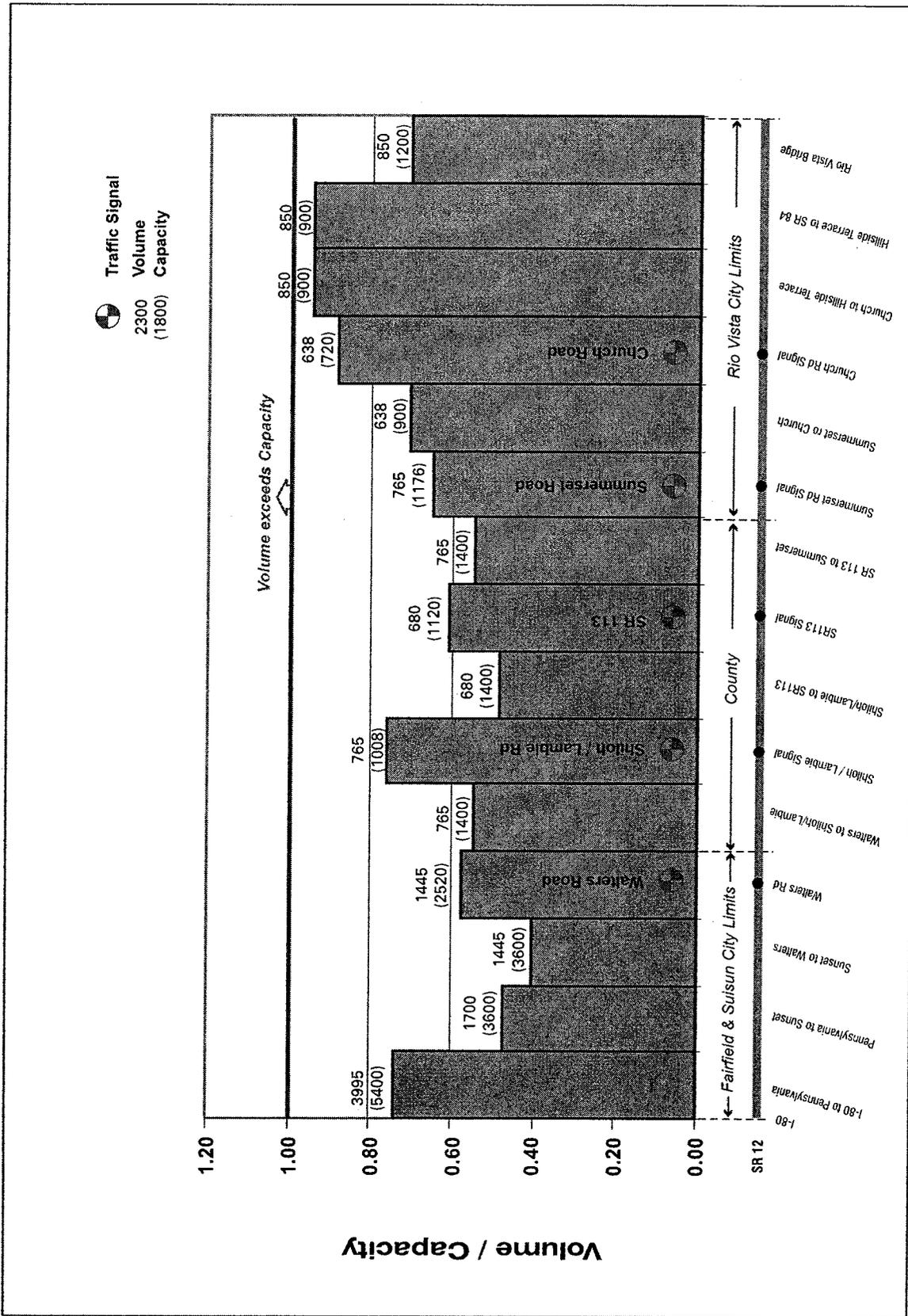


Figure 18
WESTBOUND 2025 WITH WIDENING BETWEEN I-80 AND WEBSTER/JACKSON
AM Peak Hour



WB 2025 w Widening.cdx



DATE: February 2, 2006
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Amendment of Consultant Services Agreement with Smith, Watts and Co. for Development and Distribution of Public Information Material Pertaining to STIA's Traffic Relief and Safety Plan

Background:

On April 13, 2005, the STA Board authorized the Executive Director to retain consultant services for the following tasks related to the development of a follow up countywide transportation expenditure plan:

1. Update the Programmatic Environmental Impact Report (EIR)
2. Specialized Legal Counsel
3. Evaluation of Public Input and the Development of Public Information

On September 14, 2005, STA Board authorized the Executive Director to enter into a consultant services agreement with Smith, Watts & Company to assist staff with the development of a county transportation expenditure plan and related public information for an amount not to exceed \$20,000. D.J. Smith is one of the principle partners with this consultant firm and has extensive experience in assisting a wide range of transportation agencies and counties in the development of county transportation expenditure plans and related public information materials.

Discussion:

On January 30, 2006, the STA's Local Funding Committee met and recommended the STA Board approve a recommendation authorizing the Executive Director to amend the consultant contract with Smith, Watts & Company to develop at least two public information pieces describing the specifics of the Solano Transportation Improvement Authority's "Traffic Relief and Safety Plan for Solano County." The first item is proposed to be a general information mailer that will describe the "Traffic Relief and Safety Plan for Solano County", including the projects and categories. This will be mailed to all Solano County voters and provided as a public service to various community and civic groups as an informational item. A second mailer is also proposed to be developed that will also provide general information regarding the expenditure plan as it pertains to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and the County of Solano. A copy of this information mailer will be provided to each Solano County voter. Each public information mailer is estimated to

cost between \$60,000 and \$70,000. This includes the full cost of development and design, review and editing, production and distribution. Staff is also recommending that the consultant's contract with the STA be extended through March 31, 2006, at a cost of \$15,000, to assist staff with the development of presentation materials associated with providing information presentations regarding the proposed plan and review the development of the sales tax ordinance.

Fiscal Impact:

The estimated cost for this consultant contract amendment is \$149,000. The funding for this expenditure will be covered partially as part of the FY 2005/06 budget item designated for the development of a county transportation expenditure plan utilizing federal STP swapped previously with CMAQ funds and through additional regional planning funds to be provided by MTC.

Recommendation:

Authorize the Executive Director to amend the consultant services agreement with Smith, Watts & Company to develop and distribute public information materials related to the STIA's county transportation expenditure plan, "Traffic Relief and Safety Plan for Solano County" for an amount not to exceed \$149,000.

Attachment:

- A. Draft Scope of Work, Fees and Deliverables

PROFESSIONAL SERVICES AGREEMENT

This agreement between the Solano Transportation Authority (hereinafter referred to as STA) and Smith, Watts & Company (hereinafter referred to as SWC) is to provide professional services to assist STA in providing public education and outreach regarding its proposed 30 year transportation improvement program funded by a ½ cent sales tax utilizing Townsend, Raimundo, Besler and Usher as a subcontractor for services as follows:

I. Work Program

- A.** Assist STA in the development of public education materials that will assist Solano County voters in better understanding its adopted 30 year transportation improvement program proposed to be funded by a ½ cent sales tax.
- B.** Provide copy, artwork, print, label and postage for two mailers to all voter households in Solano County as follows:
 - 1. One mailer describing to voters the long-term transportation needs and the countywide, comprehensive sales tax program of projects and programs.
 - 2. One mailer describing to voters local community projects for each city in the County (i.e. Vacaville, Fairfield, etc.)
- C.** A third postcard mailer that breaks down the adopted transportation program benefits by local community, shall be considered and approved by STA no later than February 3, 2006. Costs for the third mailer are noted below, if authorized by STA.
- D.** Assist STA with development of a power point presentation that could be used to educate local community groups regarding local transportation needs and the proposed sales tax program.
- E.** Provide “media training” to speakers regarding the presentation developed in C above.

II. Fees

- A. STA shall pay no more than .50 cents per mailer for 133,848 voter households and two mailers for a total of no more than \$133,848, including artwork, printing, address labels and postage. This costs assumes we will utilize the STA bulk mail system for postage.
- B. STA shall pay Smith, Watts & Company \$5,000 per month for managing, coordinating, developing copy, format and delivering the mailers in A above, assisting in power point presentations and media training.
- C. Total Fees: \$133,848 - 2 Mailers
 - \$15,000 - Management Fees
 - \$148,848 Grand Total, not to exceed this cost
 - \$66,924 -- Optional 3rd Mailer
- D. Payment shall be as agreed between SWC and STA, except that STA may need to advance the printing and posting costs given the extremely short timelines available to accomplish this work
- E. Postage for the mailers shall be purchased through bulk mail rates made available to STA.

III. Deliverables

- A. SWC shall receive administrative direction on all matters relating to this agreement from Daryl Halls, Executive Director, STA.
- B. All mailers shall be approved in final form by Daryl Halls, Executive Director, STA prior to being printed
- C. All three mailers shall be mailed to voters no later than April 1, 2006.

IV. **Timeline**

This agreement shall commence February 1, 2006 and terminate April 30, 2006. All payments due SWC shall be paid no later than May 31, 2006.

If the terms of this contract are agreeable, please sign both copies, returning one copy to our office.

Daryl Halls
Executive Director
Solano Transportation Authority

D.J. Smith
Partner
Smith, Watts & Company

Date

Date



DATE: February 1, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Contract Amendment with Circlepoint for Public Information Materials for the County Transportation Expenditure Plan

Background:

In recent years, the Solano Transportation Authority (STA) has provided the staff resources and funded the consultant services in support of the County Transportation Expenditure Plans (CTEP) for Measure E in 2002 and Measure A in 2004. This has included facilitation services, public information brochures and website content describing the projects in the expenditure plan.

On April 13, 2005, the STA Board authorized the Executive Director to retain consultant services for various tasks related to the development of a Countywide Transportation Plan including updating the Programmatic Environmental Impact Report, specialized legal services and public facilitation and materials for an amount not to exceed \$50,000, of which approximately \$20,000 would involve public facilitation services and materials.

Subsequent to the Board action, staff prepared a Request for Proposals, and on June 20, 2005 contracted with the firm of Circlepoint, for an amount not to exceed \$10,000, to facilitate the two Citizens' Advisory Committee (CAC) meetings held in June and July 2005, and prepare the "Traffic Relief Plan" informational brochure used at the two CAC meetings and the seven community meetings.

On January 11, 2006, the STA Board amended the 2005 Circlepoint contract for \$20,000 to provide additional public information and facilitation services for the "Traffic Relief and Safety Plan" (TRSP). These services were provided during January 2006, including facilitating two CAC meetings and designing and printing seven fact sheets."

Discussion:

As indicated to the STA Board at their January 11, 2006 meeting, because the 2006 "Traffic Relief and Safety Plan" is now expected to be placed on the June 6, 2006 ballot, additional public information tasks would need to be considered by the Board. Therefore, it is proposed that the overall TRSP brochure be updated with the proposed funding categories, descriptions and percentages contained in the approved plan. Also, staff proposes to design eight additional customized fact sheets (one for each of the eight STA member agencies) to describe the major projects and programs of the proposed plan for each community for distribution at future public meetings and presentations.

Fiscal Impact:

The estimated additional contract cost for the specified public information and public input consulting services is \$13,000. It will be paid out of the STA's 2005-06 Budget which currently includes \$102,700 for development of the County Transportation Expenditure Plan and additional regional planning funds to be provided by the Metropolitan Transportation Commission (MTC) to the STA for this process. The mid-year STA Budget amendment (to be provided at the March 8, 2006 STA Board meeting), will be proposed to be increased as necessary to cover this and any other additional public information that may be needed.

Recommendation:

Authorize the Executive Director to amend the current contract with Circlepoint to include an additional \$13,000 for public information materials for the 2006 County Transportation Expenditure Plan (entitled the "Traffic Relief and Safety Plan for Solano County") as described in the attached Scope of Work dated February 1, 2006.

Attachment:

- A. Scope of Work for contract amendment with Circlepoint for additional public information materials for the 2006 County Transportation Expenditure Plan.

Solano Transportation Authority
Public Outreach Support for 2006 Solano County Transportation Expenditure Plan

Scope of Work for Additional Informational Materials
Prepared by CirclePoint
Friday, February 3, 2006

Following is a proposed scope of services to prepare additional informational materials during development of the 2006 Solano County Transportation Expenditure Plan.

Task 1: Coordination Meetings and Communication

CirclePoint will participate in meetings and communication exchange, to develop and discuss with STA the collect of data to be incorporated in the development of the material outlined below and to solicit input and comments on draft materials.

Task 2: Eight Fact Sheets and Updated Informational Brochure

CirclePoint will write, design, and produce 9 double-sided, one-page fact sheets on various aspects/components of the proposed plan. These will include eight fact sheets covering components of the proposed plan of most potential interest to each city and the county and one updated, final, Traffic Relief and Safety Plan (TRSP) informational brochure. These materials will follow the same design look/scheme as the six fact sheets produced in January 2006. It is assumed STA will handle distribution/mailing of the fact sheets and brochure. CirclePoint will provide STA approximately 500 color copies each for Benicia, Vallejo, Fairfield and Vacaville, 250 color copies of each for Dixon, Rio Vista, Solano County and Suisun City and 1,000 color copies of the final TRSP informational brochure.

Cost Estimate

	Hours	Cost
Task 1: Coordination Meetings and Communication	6	\$ 872
Task 2: 8 Fact Sheets and Informational Brochure	96	\$8,036
Other Direct Costs (Copying, Printing, Delivery)		\$4,092
<hr/>		
Total Cost Estimate		\$13,000



DATE: February 2, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Contract Amendment with Circlepoint for Transportation and Land Use Fact Sheet

Background:

As part of the Transportation Planning and Land Use Solutions (T-Plus) program, the Solano Transportation Authority (STA) and its Alternative Modes Committee, in partnership with the Metropolitan Transportation Commission (MTC), have developed a number of Alternative Mode strategies, plans, programs and events. These have included the Jepson Parkway Concept Plan, the Partners in Planning Conference, the Transportation and Land Use Toolkit and the Transportation for Livable Communities (TLC) Program.

One of the major goals of the STA's T-Plus Program is to provide public information and to work with local agencies to develop TLC candidate projects and provide various planning and capital funds to help implement those projects. Currently the STA is developing a 3-year Alternative Modes Funding Strategy to guide the programming of federal TLC, bicycle and pedestrian funds over the next three years (2006-07, 2007-08 and 2008-09).

The STA contracted with the firm of Circlepoint on June 20, 2005, and subsequently amended on January 11, 2006, to provide public information materials and facilitate four Citizens' Advisory Committee (CAC) meetings for the "Traffic Relief and Safety Plan." At community meetings, members of the public often ask about STA's role to ensure good coordination between the countywide transportation planning conducted by the STA and local land use planning provided by the seven cities and the County.

Discussion:

As part of STA's role of providing information and a variety of T-Plus-related programs and services to member agencies (such as the programming of TLC funds to plan and construct linkages connecting transportation and land uses), staff recommends a public information brochure describing the major transportation and land use coordination efforts taking place and proposed for Solano County would be a timely and effective T-Plus product for 2006.

The brochure would be distributed at various committee, commission and community meetings, such as the TLC presentations that are proposed to be made later in 2006 to planning commissions and city councils. It could also be made available at community meetings (such as were recently held on the "Traffic Relief and Safety Plan"), Alternative Modes Committee meetings, and other TLC-related planning efforts, workshops and conferences that the STA will be holding in the future.

It is proposed that an amendment to the existing 2005-06 contract with Circlepoint would be appropriate to facilitate the development of this fact sheet over the next few weeks.

Fiscal Impact:

The estimated additional contract for the proposed fact sheet is \$5,000. It will be paid out of the STA's Transportation and Land Use Solutions (T-Plus) program, budgeted as the TLC Program in the STA Budget. A total of \$150,000 is provided each fiscal year by MTC, of which approximately \$38,000 is currently available in the 2005-06 STA budget for public information and consulting activities of this type.

Recommendation:

Authorize the Executive Director to execute a contract amendment with Circlepoint for up to \$5,000 to prepare a Transportation and Land Use Fact Sheet as part of the STA's Transportation and Land Use Solutions (T-Plus) Program.

Attachment:

- A. Scope of Work for contract amendment with Circlepoint for Transportation and Land Use Fact Sheet

Solano Transportation Authority
Transportation and Planning Land Use Solutions Program

Scope of Work for Transportation and Land Use Coordination Fact Sheet
Prepared by CirclePoint
Friday, February 03, 2006

Following is a proposed scope of services to prepare an additional informational fact sheet on transportation and land use planning during development of the 2006 Solano County Transportation Expenditure Plan.

Task 1: Coordination Meetings and Communication

CirclePoint will participate in meetings with STA to discuss and collect data to be incorporated in the development of the material outlined below and to solicit input and comments on draft materials.

Task 2: Transportation and Land Use Coordination Fact Sheet

CirclePoint will write, design, and produce one 11 x 17, double-sided, four-color fact sheet to be folded in half to form an 8 x 11-sized piece. This fact sheet will focus on various aspects and programs related to transportation and land use coordination. The fact sheet will follow a similar design look/scheme as the six fact sheets produced in January 2006, but will be 11 x 17. It is assumed STA will handle distribution/mailing of the fact sheet. CirclePoint will provide STA with approximately 400 color copies.

Cost Estimate

	Hours	Cost
Task 1: Coordination Meetings and Communication	6	\$ 872
Task 2: Land Use Fact Sheet	36	\$ 3062
Other Direct Costs (Copying/Delivery)		\$1,066
<hr/>		
Total Cost Estimate		\$5,000



DATE: February 3, 2006
 TO: STA Board
 FROM: Sam Shelton, Planning Assistant
 RE: Bicycle Advisory Committee (BAC) Member Appointments

Background:

The Bicycle Advisory Committee (BAC) is responsible for updating and monitoring the progress of the Solano Countywide Bicycle Plan and providing funding recommendations for countywide bicycle projects to the STA Board of Directors and member agencies.

The following is a list of current Bicycle Advisory Committee (BAC) member terms and expiration dates:

Jurisdiction	Member	Appointed	Term Expires
Member-at-Large	Barbara Wood	2005	Dec-08
Dixon	Jim Fisk	2004	Dec-07
Vallejo	Mick Weninger	2004	Dec-07
Rio Vista	Larry Mork	2003	Dec-06
Suisun City	Michael Segala	2003	Dec-06
Fairfield	Randy Carlson	2002	Dec-05
Solano County	Glen Grant	2002	Dec-05
Vacaville	Ray Posey	2002	Dec-05
Benicia	J.B. Davis	2001	Dec-04

There are no term limits for BAC members so all members were encouraged to reapply for their position for another 3 years, subject to receiving a nomination letter from their respective jurisdictions.

Discussion:

The four BAC members whose terms have recently expired have been nominated again by either their mayor, city councils, or Board of Supervisors of the jurisdiction they represent. Once appointed by the STA Board, the BAC members' terms will expire as follows:

Jurisdiction	Member	New Term Expires
Fairfield	Randy Carlson	Dec-08
Solano County	Glen Grant	Dec-08
Vacaville	Ray Posey	Dec-08
Benicia	J.B. Davis	Dec-07

Fiscal Impact:

None.

Recommendation:

Appoint the following four nominees as Bicycle Advisory Committee members for a new three-year term:

- J.B. Davis for the City of Benicia, term expiring in December 2007
- Randall Carlson for the City of Fairfield, term expiring in December 2008
- Ray Posey for the City of Vacaville, term expiring in December 2008
- Glen Grant for the County of Solano, term expiring in December 2008

Attachments:

- A. City of Benicia, Nomination Confirmation Letter for J.B. Davis
- B. City of Fairfield, Mayor Harry Price's Nomination
- C. City of Vacaville, Nomination Confirmation Letter for Ray Posey
- D. County of Solano, Nomination Confirmation Letter for Glen Grant



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4210 • FAX (707) 747-8120

Office of the Mayor
STEVE MESSINA

January 30, 2006

Johanna Masiclat
Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

Re: Appointment of Benicia Representative to the Solano Bicycle Advisory Committee

Dear Ms. Masiclat:

This letter is to confirm that I reappointed JB Davis as Benicia's representative to the Solano Bicycle Advisory Committee at the January 3, 2006 Benicia City Council Meeting.

If you have any questions or need any additional information, please let me know.

Sincerely,

Steve Messina
Mayor



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Mayor Harry T. Price

Home of
Travis Air Force Base

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
Jack Batson
707.429.6298

Councilmembers
707.429.6298

Marilyn Farley

Frank Kardos

John Mraz

...

City Manager
Kevin O'Rourke
707.428.7400

...

City Attorney
Greg Stepanicich
707.428.7419

...

City Clerk
Arietta Cortright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

January 4, 2006

Johanna Masiclat
Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

Re: Appointment of Fairfield City Council Representative to the Solano Bicycle Advisory Committee

Dear Ms. Masiclat:

This letter is to confirm that I have reappointed Randy Carlson as Fairfield's representative to the Solano Bicycle Advisory Committee.

If you have any questions, please contact me.

Very truly yours,

Harry T. Price
Mayor

HTP/cma

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Planning & Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

COUNCIL MEMBERS
 LEN AUGUSTINE, Mayor
 PAULINE CLANCY, Vice Mayor
 CHUCK DIMMICK
 STEVE HARDY
 STEVE WILKINS



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908
 ESTABLISHED 1850

January 24, 2006

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

Subject: Vacaville's Representative to the Solano Transportation Authority Bicycle Advisory Committee (BAC)

Dear Daryl:

At our City Council meeting of January 10, 2006, the Vacaville City Council unanimously approved the reappointment of Ray Posey to serve as our community's representative to the STA Bicycle Advisory Committee.

Should you have any questions or need additional information, you may contact our Public Works Transportation Systems Manager, Ed Huestis, at 449-5424, or via e-mail at ehuestis@cityofvacaville.com.

Sincerely,

Leonard J. Augustine
 Leonard J. Augustine
 Mayor

C: Ed Huestis

DEPARTMENTS: Area Code (707)

TDD (707) 449-5162 or California Relay Service 7-1-1

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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BOARD OF SUPERVISORS

ATTACHMENT D

John M. Vasquez (Dist. 4), Chair
(707) 784-6129
Mike Reagan (Dist. 5), Vice-Chair
(707) 784-6130
Barbara R. Kondylis (Dist. 1)
(707) 553-5363
John F. Silva (Dist. 2)
(707) 553-5364
Duane Kromm (Dist. 3)
(707) 784-6136



County Administrator
MICHAEL D. JOHNSON
(707) 784-6100
Fax (707) 784-6665

675 Texas Street, Suite 6500
Fairfield, California 94533-6342
<http://www.co.solano.ca.us>

January 19, 2006

Mr. Robert Guerrero
Solano Transportation Authority
1 Harbor Center, Suite 130
Suisun, CA 94585

RE: Nomination for Appointment to the
Solano Bicycle Advisory Committee

Dear Mr. Guerrero:

This letter is to confirm that on January 10, 2006, the Board of Supervisors nominated Glen Grant to represent Solano County on the Solano Bicycle Advisory Committee.

If you require any further information, please call me.

Sincerely,

A handwritten signature in cursive script that reads "Myra Chirila".

Myra Chirila
Administrative Secretary
(707) 784-6126



DATE: January 27, 2005
TO: STA Board
FROM: Robert Guerrero, STA Association Planner
RE: Allocation of FY 2006-07 Eastern Solano County Congestion Mitigation
Air Quality Improvement Program Funds

Background:

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was originally created as part of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The program was subsequently included in both the Transportation Efficiency Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) federal transportation re-authorization bills. The purpose of CMAQ is to provide funding for surface transportation and other related projects that contribute to air quality improvements and congestion mitigation. Solano County is located in two Air Basins: the San Francisco Bay Area Air Basin and the Sacramento Air Basin. As a result, the county has the benefit of receiving two separate CMAQ allocations specifically for eastern and western portions of Solano County.

CMAQ is a federally funded program and is technically administered by the Metropolitan Transportation Commission (MTC) for the western portion and the Sacramento Area Council of Governments (SACOG) for the eastern portion of Solano County. However, to make the process more effective, SACOG provides MTC with Solano County's Eastern CMAQ (ECMAQ) allocation to administer which MTC in turn passes to the Solano Transportation Authority (STA) to distribute for ECMAQ eligible activities.

MTC has dedicated approximately \$540,000 in CMAQ funding for western Solano County towards Transportation for Livable Communities capital projects over the next three fiscal years (FY 2006-07 to FY 2008-09), in addition to approximately \$1.5 million in the Federal Transportation Enhancements (TE) funds. The ECMAQ fund is substantially higher than the CMAQ fund expected for western Solano County and does not have this same limitation to fund only TLC projects. The STA estimates a total of \$4.7 million in ECMAQ over the same three-fiscal year time period of which \$400,000 is proposed to be taken off the top for the Solano Napa Commuter Information rideshare services, leaving a remaining balance of \$4.3 million for projects sponsored in eastern Solano County over this three year period.

In anticipation of this, the STA is preparing an Alternative Modes Strategy (see attachment) for all discretionary fund sources identified for alternative modes proposed, congestion mitigation, and air quality projects for a total of nearly \$10 million. The strategy will include CMAQ and ECMAQ fund sources (among others) and is expected to be recommended for STA Board approval in March 2006 after it is reviewed and

developed by the STA's Alternative Modes Committee and Technical Advisory Committee in February 2006.

Discussion:

In order to avoid unnecessary project delays due to the new Alternative Modes Strategy, the City of Vacaville and Solano County requested that ECMAQ eligible projects that are ready to move forward quickly be programmed now with 2006-07 ECMAQ funds. Based on a number of discussions with ECMAQ eligible sponsors (i.e. Cities of Dixon, Rio Vista, Vacaville, Solano County and STA's Solano Napa Commuter Information (SNCI) program), STA staff is recommending the programming \$1.4 million of ECMAQ funds at this time.

The City of Vacaville has a project (Centennial Bikeway) already programmed with \$300,000 with ECMAQ plus local match for FY 2005-06 that is in need of additional ECMAQ funding to fully fund and construct the project by summer of 2006. This means that if funds are made available to Vacaville, approvals and the necessary paperwork must be submitted to MTC by February 10, 2006 in order to be programmed into the FY 2006-07 Transportation Improvement Program (TIP).

In response, STA staff is recommending that a portion of ECMAQ funding originally set aside for programming for FY 2007-08 in the proposed Alternative Modes Strategy be made available now to ECMAQ eligible project sponsors with projects ready to be programmed in FY 2006-07. STA staff received requests from the City of Vacaville for three projects (including the Centennial Bikeway) totaling \$800,000 and \$500,000 from Solano County to complete projects in FY 2006-07 (and earlier in Vacaville's case as described in paragraph above). After including \$100,000 for SNCI's ridesharing services, the total need for FY 2006-07 ECMAQ funds amounts to \$1.4 million. The staff of the cities of Dixon and Rio Vista have confirmed that they do not have any immediate requests for FY 2006-07 ECMAQ funds at this time, but are continuing to develop projects that would be eligible for ECMAQ funds in either FY 2007-08 or FY 2008-09 (or for both years).

Staff is therefore recommending allocations of \$1.4 million of FY 2006-07 ECMAQ funds for the following projects:

Project Sponsor	Project	Recommended Amount
Solano Napa Commuter Information	Ridesharing Services	\$ 100,000
Solano County	Dixon to Vacaville Bike Route	\$ 500,000
City of Vacaville	Centennial Bikeway	\$ 520,000
City of Vacaville	Knob Hill Bike Path	\$ 80,000
City of Vacaville	Alternative Fuel Vehicle Incentive Program	\$ 200,000
TOTAL		\$1,400,000

Summary descriptions of each project are attached for review (Attachment B). All projects recommended for funding are eligible for ECMAQ funding. The remaining ECMAQ funds for FY 2007-08 and FY 2008-09 (nearly \$8.3 million) will be programmed in accordance with the final Alternative Modes Strategy that is anticipated to be recommended for adoption by the STA Board at their meeting on March 8, 2006. Staff is recommending that special consideration will be given to the cities of Rio Vista

and Dixon in future allocations of ECMAQ since they did not have any projects ready to be implemented at this time for FY 2006-07 ECMAQ allocations.

Fiscal Impact:

The proposed \$100,000 for SNCI's ridesharing services will be included in the 2006-07 STA Budget. The other recommended funds will be programmed and obligated directly by each of the project sponsors.

Recommendation:

Approve the allocation of \$1.4 million in Eastern Solano Congestion Mitigation Air Quality Improvement Program (ECMAQ) funds for the projects specified in Attachment A

Attachments:

- A. Draft Alternative Modes Strategy 2006-07
- B. FY 2006-07 ECMAQ Project Request Summary and Fund Recommendations
- C. Letters and Emails Confirming Requests for Proposed ECMAQ Funding

Draft Alternative Modes Funding Strategy 2006-07 to 2008-09

1/27/2006

	Estimated Funds to be Programmed by STA				Total per fund source		
	TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Alternative Fuels, Safe Routes to Schools)			
Fund Recommending Committee	Alternative Modes/TAC	BAC/TAC	PAC/TAC	TAC			
Funding Needs Identified by Countywide Plans	\$68 million	\$58 million	\$25 million	TBD			
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000		
	FY 07-08	\$ 949,000	\$ -	\$ -	\$ 949,000	Total funds available per fiscal year	
	FY 08-09	\$ 626,000	\$ -	\$ -	\$ 626,000		
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000		
	FY 07-08	\$ 270,000	\$ -	\$ -	\$ 270,000	Total funds available per fiscal year	
	FY 08-09	\$ 270,000	\$ -	\$ -	\$ 3,000,000		
Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 600,000	\$ 3,000,000		
	FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 370,000	Total funds available per fiscal year	
	FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000		\$ 1,150,000
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794		
	FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075	Total funds available per fiscal year
	FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060	
	FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659	
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834		
	FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	Total funds available per fiscal year
	FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	
TFCFA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects (25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 159,001	\$ 79,499	\$ 238,500	\$ 477,000		
	FY 06-07	\$ -	\$ 53,000	\$ 26,500	\$ 79,500	\$ 159,000	Total funds available per fiscal year
	FY 07-08	\$ -	\$ 53,000	\$ 26,500	\$ 79,500	\$ 159,000	
	FY 08-09	\$ -	\$ 53,000	\$ 26,500	\$ 79,500	\$ 159,000	
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects (25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000		
	FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
	FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
	FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
Subtotal	\$ 3,195,000	\$ 2,785,087	\$ 1,344,541	\$ 1,056,000	\$ 8,380,628		
				2006-07 ECMAQ Allocation	\$ 1,400,000		
				Total	\$ 9,780,628		

Geographical Summary of the Alternative Modes Strategy

	East County (Dixon, Rio Vista, Unincorp. Solano County, and Vacaville)	West County (Benicia, Fairfield, Unicorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) ¹ - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate		\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 4,400,000	
TFCA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)		\$ 477,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	
TDA Article 3 (Based on MTC Estimate) ¹ - 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,529
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835) ¹ - 2/3 bike, 1/3 ped	\$ 465,278	\$ 930,556
Funds available by County Area	\$ 6,144,543	\$ 3,636,085

¹Eastern Solano County is eligible for TE, TDA Article 3, and County Bike/Ped Program funding. Staff estimated 1/3 of these funds to be allocated to Eastern Solano County Based on population.

*ECMAQ Assumptions

- \$400,000 is allocated for Ridesharing Activities (off the top FY 2006/07 \$100,000, FY 2007-08 \$150,000 and FY 2008-09 \$150,000 from ECMAQ)
- 20% of Eastern CMAQ Funding was split off to the "Other" category. Remaining balance was split according to funding needs by program.
- \$1,400,000 of unprogrammed funds from previous fiscal years will be made available for FY 2006-07 projects that are immediately ready for implementation (including \$100,000 for Solano Napa Commuter Information's Ridesharing Activities).

Fiscal Year 2006-07
 Solano Eastern Congestion Mitigation Air Quality (ECMAQ) Improvement Program Recommendation
 Available ECMAQ Funding: \$1,400,000

Sponsor	Project	Project Description	ECMAQ Request	Staff Recommendation
Solano Napa Commuter Information	Rideshare Services	Provide incentives and outreach related to carpooling, vanpooling, transit, bicycle, and other ridesharing services in eastern Solano County	\$100,000	\$100,000
Solano County	Dixon to Vacaville Bike Route	The Vacaville - Dixon Bike Route is a continuation of the recently completed Dixon - Davis Bike Route. It will extend from the south city limit of Dixon to the Jepson Parkway in the City of Vacaville, providing a continuous Class 2 bicycle connection between those two cities. Eastern CMAQ funding for FY 06-07 will be used to construct about one mile of the route along Pitt School Road. The route will consist of two four-foot paved shoulders, adjacent to 12 foot travel lanes.	\$500,000	\$500,000
City of Vacaville	Centennial Bike Way	Class I Bike Path from Browns Valley Road to Vaca Valley Parkway. Centennial Bike Route will connect to Class I facilities on Browns Valley Road and Allison Drive. Bicycle and pedestrian connections include residential to retail (Nugget Shopping Center) and sports facilities (Millennium Sports Club).	\$520,000	\$520,000
City of Vacaville	Knob Hill Bike Path	Class I Bike Path from Linwood Street to North Orchard Avenue with Bridge over Alamo Creek to link Cheyenne Drive to Shady Glen Court Length.	\$80,000	\$80,000
City of Vacaville	Alternative Fuel Vehicle Incentive Program	ECMAQ funds will be used to fund half of electric vehicle (EV) lease cost for City of Vacaville's fleet vehicles (potentially including vehicles from the cities of Rio Vista and Dixon fleet) and incentives to cover the incremental costs for Compressed Natural Gas (CNG) home refueling appliance and Plug-In Hybrid Electric Vehicles (PHEV) vehicles made available to the city and public.	\$200,000	\$200,000
		Total	\$1,400,000	\$1,400,000

COUNCIL MEMBERS
 LEN AUGUSTINE, Mayor
 PAULINE CLANCY, Vice Mayor
 CHUCK DIMMICK
 STEVE HARDY
 STEVE WILKINS



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 30, 2006

Department of Public Works

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

SUBJECT: VACAVILLE'S CONFIRMATION OF PROPOSED ECMAQ FUNDING

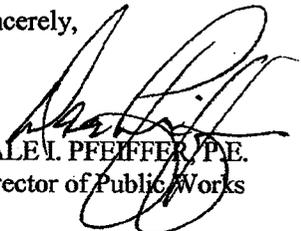
Dear Daryl:

The City of Vacaville confirms the proposed Eastern Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funding request as outlined in the respective draft STA agenda item for the February 8, 2006 STA Board Meeting. It is important to the City of Vacaville that the STA fund the following air quality projects with the 2006 – 2007 allocation of ECMAQ so that we can move these projects forward right away:

- Centennial Bikeway - \$520,000
- Knob Hill Bike Path - \$80,000
- Alternative Fuel Vehicle Incentive Program - \$200,000

We very much appreciate the efforts of Robert Guerrero and Jennifer Tongson of your staff in working through this ECMAQ process. Should you have any questions or need additional information, please contact Ed Huestis at 707-449-5424, or via e-mail at ehuestis@cityofvacaville.com.

Sincerely,


 DALE V. PFEIFFER, P.E.
 Director of Public Works

cc: Shawn Cunningham, Deputy Director of Public Works (Engineering)
 Ed Huestis, Transportation Systems Manager

DEPARTMENTS: Area Code (707)

TDD (707) 449-5162 or California Relay Service 7-1-1

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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SOLANO COUNTY
Department of Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
www.solanocounty.com

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

Birgitta Corsello, Director
Cliff Covey, Assistant Director

January 31, 2006

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

Re: ECMAQ Funding

Dear Dan:

As you know, Solano County is very interested in receiving Eastern CMAQ funding for FY 2006-07 for the Vacaville – Dixon Bicycle Route.

This is an STA priority project. We are already environmentally cleared for this project, and are currently in design. We would like to begin construction on this in 2007, though we could build it this year if funding becomes available.

I am requesting a minimum of \$500,000 for this project in FY 06-07, so we can get the project started. It is a large, multi-year, multi-phase project. If we get much less than \$500,000, we won't be able to make significant progress, and the construction will be substantially less efficient. Also, it appears that most of the future CMAQ funding will be going to TLC and alternative projects, for which the County is generally not competitive, so bike-ped monies are likely the only significant funds we will get from CMAQ. We have also received little CMAQ funding in the last year or two, as we have concentrated on getting a project ready to construct. We are now at that point where we would like funding to initiate construction.

Please consider allocating at least \$500,000 to Solano County for the Vacaville - Dixon Bicycle Route. Thank you. Feel free to call me at (707) 784-6072 if you have any questions.

Sincerely,

Paul Wiese
Engineering Manager

U:/users/pwiese/data/word/Vaca Dixon Bike Route/06022.doc

Building & Safety David Cliche Chief Building Official	Planning Services Mike Yankovich Program Manager	Environmental Health Terry Schmidtbauer Program Manager	Administrative Services Daniel Bellem Staff Analyst	Public Works- Engineering Paul Wiese Engineering Manager	Public Works- Operations Steve Hilas Operations Manager
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Dan Christians

From: Janet Koster [jkoster@ci.dixon.ca.us]
Sent: Friday, January 27, 2006 10:13 AM
To: Robert Guerrero; Brent Salmi
Cc: Royce Cunningham; ehuestis@ci.vacaville.ca.us; pwiese@solanocounty.com
Subject: RE: 2006-07 ECMAQ Allocation

Robert,

This e-mail is to confirm the City of Dixon will not be submitting a project for the 06-07 Eastern CMAQ cycle. We support Solano County receiving additional funding for the Dixon/Vacaville Bike Route. Dixon has been awarded a 06-07 STIP Grant for the design of our train station improvements. Therefore, we may be ready by the time of the next call for projects to submit a substantial (multi-million dollar) request for construction of the station improvements.

Janet Koster

-----Original Message-----

From: Robert Guerrero [mailto:rguerrero@sta-snci.com]
Sent: Thursday, January 26, 2006 5:53 PM
To: Brent Salmi; Janet Koster
Subject: FW: 2006-07 ECMAQ Allocation

Brent and Janet:

Please send me a response confirming that you aren't planning to request any funds for this ECMAQ 2006-07 cycle. We discussed this with Vacaville, they're aware that your cities may have funding requests in FY2007-08 and/or FY 2008-09 and although their projects aren't precluded, your projects may have extra consideration given the fact that they received a large portion of the 2006-07 allocation.

-Robert

Robert Z. Guerrero
Associate Planner
Solano Transportation Authority

(Ph) 707.424.6014
(Fax) 707.424.6074

From: Robert Guerrero [mailto:rguerrero@sta-snci.com]
Sent: Thursday, January 26, 2006 5:40 PM
To: Brent Salmi (bsalmi@ci.rio-vista.ca.us); Ed Huestis (ehuestis@ci.vacaville.ca.us); Paul Wiese (pwiese@solanocounty.com); Janet Koster (jkoster@ci.dixon.ca.us)
Cc: Dan Christians (dchristians@sta-snci.com); Jennifer Tongson (jtongson@sta-snci.com)
Subject: 2006-07 ECMAQ Allocation

Following up with yesterday's TAC meeting, we are going ahead with an allocation of \$1,000,000 in Eastern Solano County Congestion Management Air Quality (ECMAQ) funds for FY 2006-07 for projects that are absolutely ready to go. I've discussed this with most of you individually and decided that a follow up meeting is not necessary. We are assuming that Rio Vista and Dixon will not submit projects for this cycle based on prior conversations. We are therefore going to recommend a large portion of the 2006-07 allocation go to projects submitted by the City of Vacaville with the available remaining funds going to Solano County for the Dixon to Vacaville Bike Route and Solano Napa Commuter Information's Ridesharing Activities (exact amount is TBD). We still anticipate an additional \$3.4 million available for FY 2007-08 and FY 2008-09 and will have a separate call for projects later this year (this will give the Rio Vista, County, and Dixon opportunity to develop ECMAQ projects.



DATE: February 2, 2006
TO: STIA Board
FROM: Daryl Halls, Executive Director
RE: STA Adoption of Support for STIA's County Transportation Expenditure Plan titled, "Draft Traffic Relief and Safety Plan (TRSP) for Solano County"

Background:

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half cent sales tax measure for transportation on the ballot, but has not achieved the supermajority voter threshold of 2/3 necessary for passage.

STA SUPPORT FOR EXPENDITURE PLAN

On February 17, 2005, the Solano Transportation Authority (STA) Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. At the Board Retreat, STA staff provided a series of informational presentations including the following topic, "Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source." Board Members provided the following comments:

- Solano Transportation Improvement Authority (STIA) should survey the public/voters and move forward with a follow up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/680 – do not increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow up measure
- Interested in local transit linkages to the Capitol Corridor

STIA DEVELOPS AND APPROVES TRAFFIC RELIEF AND SAFETY PLAN

On December 14, 2005, the STIA Board unanimously approved the initiation of the County Transportation Expenditure Plan in preparation for placement of a local sales tax measure for transportation on the ballot for the June 2006.

Based on direction received from the STIA Board and public input, the staff prepared a draft expenditure with the following priorities and modifications in comparison to the expenditure plan for Measure A:

- | | |
|---|--|
| 1. Highway Corridor and Safety Improvements | 40% |
| 2. Local Streets & Roads | 20% |
| 3. Senior & Disabled Transit Service | 7% |
| 4. Commuter Transit Service | 12% |
| 5. Safety Projects and Safe Routes to Schools | 10% |
| 6. Local Return to Source Projects | 10% |
| 7. STIA Administration/Finance/Legal | 1% (maximum allowable under state law) |

On January 9, 2006, the STIA Board approved the draft “Traffic Relief and Safety Plan for Solano County. After a series of four more community input meetings and an additional meeting of the Citizen’s Advisory Committee, the STIA Board unanimously adopted the final plan at a special meeting on February 1, 2006 and authorized its distribution to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors for adoption.

Discussion:

REVIEW PLAN’S COMPONENTS

The proposed half-cent, 30 years sales tax would generate an estimated \$1.57 billion for a range of traffic relief, safety, road maintenance, and transit alternatives and services. The “Traffic Relief and Safety Plan for Solano County” has been combined into six specific categories based on the priorities identified at a number of public input meetings held over the past 18 months.

The “Traffic Relief and Safety Plan for Solano County” does contain some of the countywide projects and local priorities contained in the expenditure plans for both Measure E in 2002 and Measure A. This includes recommended local match funding for the I-80/I-680/SR 12 Interchange, SR Jameson Canyon, the I-80 and I-680 Corridors, commuter transit service, and transit service for seniors and the disabled. Based on the public input received at both the countywide and community level, the “Traffic Relief and Safety Plan for Solano County” has also been modified and improved by increasing the percentage of funding to be dedicated to the maintenance of local streets and roads, the overall amount of funds to be returned back to each local community for local transportation and safety concerns, and by significantly increasing the percentage of funds to be dedicated to critical local safety projects.

EXPANDED EMPHASIS ON SAFETY

The safety projects and safe routes to schools category has also been expanded to address and number of safety concerns raised by members of the STIA Board and the public. The eligible projects listed under this category include the following:

1. Improving safe routes to schools
2. Signage, traffic lights, road and intersection safety improvements
3. Railroad grade separations

4. Emergency repairs, protection and mitigation for transportation facilities caused by natural or man-made disasters such as flooding, earthquakes and acts of terrorism
5. Improving key bottlenecks for emergency vehicles driving during peak commute hours
6. Improving safe routes to transit adjacent to major transit stations

**CONNECTION OF TRAFFIC RELIEF AND SAFETY PLAN TO STA'S
COMPREHENSIVE TRANSPORTATION PLAN**

In June 2005, the STA completed its update of the Solano Comprehensive Transportation Plan. The CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The STA's adopted CTP identifies the following needs to be addressed through the successful implementation of the balanced transportation system proposed by the CTP:

1. Preserve and enhance quality of life
2. Serve all members of the community
3. Maintain existing facilities and services
4. Enhance regional and local mobility
5. Expand travel choices
6. Link transportation and land use planning and facilities
7. Improve accessibility
8. Enhance safety
9. Support economic development

The proposed funding categories outlined in the "Traffic Relief and Safety Plan for Solano County" will provide a new local funding resource to enable Solano County to significantly address all nine of these identified needs. In addition, it will nearly double the amount of the transportation funds projected to be available to Solano County over the next 30 years to maintain and improve our transportation system and provide significant opportunities to leverage increased amounts of regional, state and federal funds for the projects contained in the "Traffic Relief and Safety Plan for Solano County."

On January 25, 2006, staff reviewed with the Transit Consortium and the Technical Advisory Committee (TAC) each of the project categories and recommended allocation percentages for each category. Both the Transit Consortium and TAC unanimously recommended approval of the allocation percentages identified in the draft "Traffic Relief and Safety Plan for Solano County." Staff recommends the STA Board adopt a position of support for the Traffic Relief and Safety Plan for Solano County adopted by the STIA and authorize the STA Chair to forward letters to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the Solano County Board of Supervisors conveying the STA's support for the adoption of the Plan and its placement on the June 2, 2006, ballot.

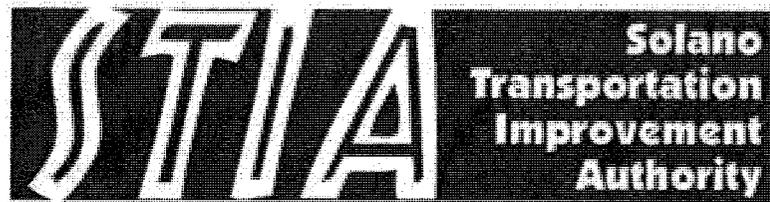
Recommendation:

Approve the following:

1. Support for the “Traffic Relief and Safety Plan for Solano County” developed by the Solano Transportation Improvement Authority.
2. Authorize the STA Chair to forward letters to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors requesting their support of the Plan.
3. Authorize the STA Chair to forward a letter to the Solano County Board of Supervisors requesting they support the STIA’s request to place the Sales Tax Ordinance for the “Traffic Relief and Safety Plan for Solano County” on the ballot for the June 6, 2006 election following the approval of the plan by a majority of Solano County’s cities and the Solano County Board of Supervisors.

Attachment:

- A. “Traffic Relief and Safety Plan for Solano County” County Transportation Expenditure Plan – Adopted by STIA Board on February 1, 2006



“Traffic Relief and Safety Plan for Solano County”

County Transportation Expenditure Plan

Adopted by the Solano Transportation
Improvement Authority on

February 1, 2006

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- C. What Specifically is in the Plan

II. "Traffic Relief and Safety Plan for Solano County"

- A. Highway Corridor Improvements and Safety Projects
 - 1. I-80/I-680/SR 12 Interchange
 - 2. I-80/I-680/I-780 Corridor Improvements and Safety
 - 3. SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista))
 - 4. SR 113 Corridor Improvements and Safety (I-80 to SR 12)
- B. Maintenance and Repair of Local Streets and Roads
- C. Senior and Disabled Transit
- D. Commuter Transit
 - 1. New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)
 - 2. Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)
 - 3. Expanded Vallejo Baylink Ferry Service
- E. Safety Projects and Safe Routes to Schools
- F. Local Return-to-Source Projects

III. STIA Governing Board and Organizational Structure

IV. Taxpayers' Safeguards

- A. Independent Taxpayers' Watchdog Committee
- B. Administrative Functions and Expenses
- C. Annual Budget/Financial Projections
- D. Annual Audit
- E. Voter Approval of Amendments to the Plan

Appendixes

- A. "Traffic Relief and Safety Plan for Solano County," STIA's Expenditure Plan Allocation by Percentage/Project Funding
- B. Traffic Relief and Safety Plan Fact Sheets

Solano Transportation Improvement Authority Traffic Relief and Safety Plan

I. Executive Summary

A. Why the Expenditure Plan was Developed

The “Traffic Relief and Safety Plan for Solano County” is an Expenditure Plan that will guide the expenditure estimated to be \$1.57 billion in county transportation funds generated through a half-cent transportation sales tax over the next 30 years, if approved by Solano County voters on June 6, 2006. This Plan was developed to address Solano County’s most immediate traffic relief and safety needs and to help improve and implement a countywide transportation system to support our quality of life and economic vitality now and in the future.

The total net revenue generated from the sales tax for this 30-year Expenditure Plan is estimated to be \$1.57 billion. This amount will nearly double the projected transportation funds available for Solano County’s projects and programs over the next 30 years from existing transportation funding sources. In addition, it will help close the estimated funding shortfalls for transportation currently estimated to be about \$3.8 billion. This local transportation funding source will attract significant increases in regional, state and federal matching funds for the priority projects identified in the Plan.

B. How the Plan was Developed

The “Traffic Relief and Safety Plan for Solano County” was developed with extensive public input. Building on the framework and needs assessments identified by the Solano Transportation Authority (STA) in its Comprehensive Transportation Plan 2030, a total of 11 community meetings were held throughout Solano County during 2005 and 2006 (at least one or two meetings in each city). A 62-member Citizens Advisory Committee (CAC) representing diverse interest groups, solicited public input at four meetings during June and July of 2005 and January of 2006. Based on this extensive public participation, comments and recommendations were provided to the Solano Transportation Improvement Authority (STIA) Board and staff prior to and during the Plan’s development. Representatives from business, seniors, the disabled, education, the environment, trade unions, transit, engineering, and public safety served on the CAC. Additional input was sought from civic groups and the cities and County of Solano to ensure the diverse transportation needs of Solano County would be served by this Plan.

C. What Specifically is in the Plan

The "Traffic Relief and Safety Plan for Solano County" funds the major priority projects identified by the public throughout Solano County and its seven cities. The plan provides critical local matching funds for the I-80/I-680/State Route (SR) 12 Interchange and the I-80/I-680/I-780, SR 12 and SR 113 Corridors. It provides funds directly to Solano County's seven cities and the County to maintain our local streets and roads and fund critical local safety and transportation improvements. The Plan funds an expansion of special transportation services for seniors and persons with disabilities. It provides capital and operating funds for commuter transit by funding commuter rail to the Bay Area and Sacramento, Expanded Express Bus Service on the I-80/I-680/I-780/SR 12 Corridors and the Expanded Vallejo Baylink Ferry Service.

Funding allocation percentages (%) and estimated funding for each of the Plan's specific program categories and projects are listed in Appendix A.

II. “Traffic Relief and Safety Plan for Solano County”

The Solano Transportation Improvement Authority’s Expenditure Plan will guide the expenditure of an estimated \$1.57 billion in county transportation funds generated through a half-cent sales tax over the next 30 years, if approved by Solano County voters on June 6, 2006. The Plan is divided into six major program categories – Highway Corridor Improvements and Safety Projects, Maintenance and Repair of Local Streets and Roads, Senior and Disabled Transit, Commuter Transit, Safety Projects and Safe Routes to Schools, and Local Return-to-Source Projects.

A. Highway Corridor Improvements and Safety Projects: 40% (\$625 million)

The Highway Corridor Improvements and Safety Projects Program is comprised of four specific areas of highway projects: 1.) the I-80/I-680/SR 12 Interchange, 2.) the I-80/I-680/I-780 Corridor Improvements and Safety, 3.) the SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista)), and 4.) SR 113 Corridor Improvements and Safety (I-80 to SR 12).

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

This project will provide congestion relief, operational enhancements, and safety improvements for the I-80/I-680/SR 12 Interchange as defined by the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. The project will rebuild the interchange to improve connections between I-80, I-680 and SR 12.

2. I-80/I-680/I-780 Corridor Improvements and Safety

This project will provide congestion relief, operational enhancements, and safety improvements for the I-80 Corridor from the Al Zampa Memorial (Carquinez) Bridge in Vallejo to the Yolo County line east of Dixon, on I-680 from the Benicia-Martinez Bridge in Benicia to the I-80/I-680/SR 12 Interchange in Fairfield and I-780 from the Benicia-Martinez Bridge to I-80 in Vallejo. Eligible projects for this funding have been defined by a prioritized list of mid- and long-term improvements included in the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. Improvements include, but are not limited to operational and safety improvements, ramp improvements, travel and auxiliary lanes, new and expanded park and ride lots, High Occupancy Vehicle (HOV) lanes, and direct entrances and improved access connections to major freeways.

3. SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista))

This project will provide congestion relief, operational enhancements and safety improvements on the SR 12 Corridor from the Napa County Line to the Helen Madere (Rio Vista) Bridge. Eligible projects include, but are not limited to widening, operational and safety improvements on SR 12 West (Jameson Canyon) and operational, safety and congestion relief projects on SR 12 East from Fairfield and Suisun City to Rio Vista as identified in the SR 12 Major Investment Study approved by the STA.

4. SR 113 Corridor Improvements and Safety (I-80 to SR 12)

Based on recommendations of a SR 113 Major Investment and Corridor Study, this project will provide operational enhancements and safety improvements on the SR 113 Corridor from I-80 to SR 12. Eligible projects include, but are not limited to shoulder widening, improved turning radii, intersection improvements and other operational and safety improvements to be determined based on a major investment and corridor study to be conducted by the STA.

B. Maintenance and Repair of Local Streets and Roads: 20% (\$315 million)

The Local Streets and Roads Program provides funds to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to maintain and rehabilitate local streets and roads.

Each city and the County of Solano will receive an annual allocation of funds for maintenance and repair of local streets and roads based on a formula of 66.7% population and 33.3% centerline miles (2:1). The cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano will receive estimated local streets and road funds as indicated in Attachment B.

C. Senior and Disabled Transit: 7% (\$115 million)

This Program will improve transit services for seniors and disabled persons, including fare discounts for seniors and disabled, additional or expanded intercity, intercounty and local paratransit services, new vehicles, subsidized taxi services and expanded evening and weekend transit services to medical facilities, shopping and senior centers. These funds will be allocated based on the "Solano County Senior and Disabled Transit Study" developed and adopted by the STA in cooperation with the Solano County Paratransit Coordinating Council and Solano County's Transit Operators.

**D. Commuter Transit: 12%
(\$190 million)**

The Traffic Relief and Safety Plan provides funding for commuter transit to expand and improve commuter transit options serving Benicia, Fairfield, Suisun City, Vacaville and Vallejo, and to ensure new transit options are provided for the cities of Dixon and Rio Vista.

The Plan provides services for three specific commuter services: 1.) New Commuter Rail, from Solano County to the Bay Area and Sacramento, 2) Expanded Express Bus Service on the I-80/I-680/I-780 Corridors and new service on the SR 12 Corridor, and 3) Expanded Vallejo Baylink Ferry Service.

1. New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)

This project will provide three additional peak hour commuter trains connecting the current station in Suisun City and new stations in the cities of Benicia, Dixon and Fairfield/Vacaville to the Bay Area and the San Francisco Bay Area Rapid Transit (BART) system and to Davis and Sacramento. This Project is based on the Contra Costa/Solano Rail Feasibility Study and the Oakland-Auburn Regional Rail Study. Capital funds will be allocated for the necessary trains and track improvements, and operating funds will be provided to operate this commuter service. The funds are also eligible to provide the local matching funds to secure additional state and federal funds to construct rail stations in Fairfield/Vacaville, Dixon and Benicia, provide safety improvements for transit centers and purchase right-of-way for future passenger rail service between Solano and Napa counties.

2. Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)

This project will provide expanded commuter transit service on the I-80, I-680, and I-780 Corridors and new service on the SR 12 Corridor. These funds will provide annual operating funds for expanded transit services on major commute corridors consistent with the Transit Element of the Solano Comprehensive Transportation Plan 2030, the I-80/I-680/I-780 Transit Corridor Study and the SR 12 Transit Corridor Study adopted by the STA. Capital funds shall be used for the purchase of additional buses to relieve traffic congestion in Solano County and provide for local matching funds to complete intermodal stations, maintenance facilities and provide safety improvements for transit facilities along the I-80/I-680/I-780/SR 12 Corridors in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo as determined by the STA. Transit and ridesharing incentives are also eligible activities under this category.

Expanded Vallejo Baylink Ferry Service

This project will expand the Vallejo Baylink Ferry Service that relieves congestion and provides an expanded commuter transit option on the I-80 Corridor between Solano County and the Bay Area. This program provides for the purchase and operation of one additional ferry to relieve traffic congestion in Solano County and allows the option to extend service to Benicia. Funds may also be allocated for operating costs for the ferry maintenance facility and to match state and federal funding to complete the Vallejo Ferry Intermodal Station project. Eligible projects must be consistent with the Short Range Transit Plan adopted by the City of Vallejo and the Transit Element of the Solano Comprehensive Transportation Plan 2030 adopted by the STA.

**E. Safety Projects and Safe Routes to Schools: 10%
(\$155 million)**

Local safety projects will be funded from this Program. Eligible projects include:

- Improving safe routes to schools
- Signage, traffic lights, road and intersection safety improvements
- Railroad grade separations
- Emergency repairs, protection and mitigation for transportation facilities caused by natural or man-made disasters such as flooding, earthquakes and acts of terrorism
- Improving key bottlenecks for emergency vehicles driving during peak commute hours
- Improving safe routes to transit adjacent to major transit stations

Local safety projects will be based on safety projects in the Solano County Traffic Safety Study approved by the STA and based on the new Safe Routes to Schools Program currently being developed by the STA in partnership with Solano County schools and local communities.

**F. Local Return-to-Source Projects: 10 %
(\$155 million)**

The cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano will receive, through a fair share population formula, significant new funds for local transportation projects to provide safety improvements, fix local interchanges, expand transit services and provide downtown and local improvements. Eligible projects include:

- Additional local road rehabilitation
- Improving local interchanges
- Additional local safety projects
- Pedestrian improvements for downtowns
- Expanded local transit service
- Local transit centers
- Other local priority transportation projects and facilities

The Local Return-to-Source projects will be determined by each local community, through a public process, based on each city's local transportation priorities and needs. Projects funded under this category will be encouraged to follow the goals, objectives and policies contained in the STA's Transportation for Livable Communities (TLC) Plan and Program. These funds can also be used as a local match for the Countywide TLC, Bicycle and Pedestrian Programs as funded by STA.

III. STIA Governing Board and Organizational Structure

The Solano County Board of Supervisors voted to form the Solano Transportation Improvement Authority (STIA) on February 3, 2004 under sections 180000 et seq. of the California Public Utilities Code. The STIA was created to develop the expenditure plan for this proposed half cent sales tax for transportation and to administer the sales tax program if approved by 66.7% of Solano County's voters.

The STIA Board is composed of eight (8) members, one each from the Solano County Board of Supervisors and the City Councils of the seven cities within Solano County. Each appointing member also appoints an alternate to represent the member jurisdiction when the member is absent.

The STIA has designated an Executive Director, Clerk of the Board and Legal Counsel. It has also formed a four member Local Funding Subcommittee with the specified purpose of examining and recommending short- and long-term revenue options to fund a range of priority transportation projects in Solano County, and designated a Technical Advisory Committee consisting of the Public Works Directors for each of the seven cities in Solano County and the County of Solano to provide technical and engineering review of projects contained in the Expenditure Plan.

IV. Taxpayers' Safeguards

A. Independent Taxpayers' Watchdog Committee

On May 12, 2004, the STIA Board approved the formation of an Independent Taxpayer's Watchdog Committee to provide external evaluation of the expenditures of the sales tax for the various transportation projects to be undertaken with those public funds. The Committee will consist of 11 members to audit and monitor all voter-approved taxpayer funds and mandates. One member will be appointed by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and by the Board of Supervisors. Committee members are encouraged to appoint individuals from the disciplines of finance, business, accounting, engineering, planning, other transportation related fields, or residents. Each member must be a resident residing in the jurisdiction of the appointing agency. Then, in order to provide an odd number of committee members and sufficient independent oversight, the STIA Board will appoint three other members, from the disciplines of finance, business, accounting, engineering, transportation planning, other transportation related fields, or residents who have demonstrated an active interest in transportation.

The Committee terms will be for four years, the terms are to be staggered, and members could serve up to two terms. Each member of the committee cannot be a member of the STIA Board or an elected official and must be a resident of Solano County.

The functions of the Committee will include:

Annual Audit and Specific Project Review: To review and comment to the STIA Board on the annual audit, review revenues and expenditures, and review the delivery and costs of projects funded under the Expenditure Plan.

Recommendations on Funding Mechanisms: To make recommendations on funding methodologies and the revenue mix for projects under the Expenditure Plan.

Plan Amendment Review: To review and, when deemed necessary by the Committee, to comment to the STIA Board on proposed amendments to the Expenditure Plan.

Voter Approval of Major Plan Amendments: To review and comment on any major changes proposed to the plan and to be submitted for approval by the voters.

B. Administrative Functions and Expenses

The cost of the annual administration, financial and legal functions of the STIA are limited by state statutes to one percent (1%) of the annual revenues provided by the ordinance. These limited revenues will be used for the total estimated expenditures for administrative, financial and legal services necessary to administer the Plan.

C. Annual Budget/Financial Projections

The STIA will prepare an annual budget identifying the total expenditures for administration of the program. Sales tax proceeds may only be used to pay for projects and programs in the Expenditure Plan. The duration of the tax will be 30 years from the initial year of collection, which will begin October 1, 2006, if approved by Solano County voters. The measure will terminate/expire on September 30, 2036.

Allocations for all programs and projects shall be made annually by percentage shares in accordance with the Expenditure Plan. To the extent that funds are advanced for programs or projects prior to the year in which annual percentage allocation is made, any financing cost such as interest shall be borne by the program category for which funds are advanced.

D. Annual Audit

The STIA will conduct an annual fiscal and performance audit of all activities funded with local transportation sales tax monies to assure compliance with the voter-approved Ordinance and Expenditure Plan. The audit will cover all recipients of transportation sales tax funds including evaluating compliance with maintenance of effort requirements. The audit will also identify expenditures made for each project from the prior audit and will include the accumulated expenses and revenues for ongoing, multi-year projects.

E. Voter Approval of Amendments to the Plan

The Expenditure Plan may be updated to ensure that projects and programs meet changing local transportation needs as well as technological and demographic changes. To ensure projects approved by Solano County voters are constructed, formal amendments to the Expenditure Plan shall be made only in accordance with the procedures and requirements as specified in the implementing Ordinance. This shall include a full review and update of the plan every ten years and a requirement that any major amendment to the Expenditure Plan, defined as a 5% amendment to any specific program category, shall require a review of the Independent Taxpayers' Watchdog Committee and approval by Solano County voters.

Appendix A

**“Traffic Relief and Safety Plan for
Solano County”**

**STIA’s Expenditure Plan Allocation
by Percentage/Project Funding**



**Traffic Relief and Safety Plan for Solano County
February 1, 2006**

PROGRAM NAME	PROJECT COST	UNFUNDED NEED	ESTIMATED FUNDING	%
A. Highway Corridor Improvements and Safety Projects	\$2,281M to \$2,646M	\$2,053M to \$2,418M	\$625M	40%
<ul style="list-style-type: none"> • I-80/I-680/SR 12 Interchange • I-80/I-680/I-780 Corridor Improvements and Safety • SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista)) • SR 113 Corridor Improvements and Safety (I-80 to SR 12) 	<ul style="list-style-type: none"> ◇ \$885M to \$1,200M ◇ \$1,076M ◇ \$295M ◇ \$25M to \$75M 	<ul style="list-style-type: none"> ◇ \$739M to \$1,054M ◇ \$1,076M ◇ \$213M ◇ \$25M to \$75M 		
B. Maintenance and Repair of Local Streets and Roads	\$962.5M	\$604.7M	\$315M	20%
C. Senior and Disabled Transit	\$115M - \$129.2M	\$115M - \$129.2M	\$115M	7%
	<ul style="list-style-type: none"> ◇ \$17M Capital ◇ \$98M-\$112.2M Operating 	<ul style="list-style-type: none"> ◇ \$17M Capital ◇ \$98M-\$112.2M Operating 		
D. Commuter Transit	\$659M	\$425M	\$190M	12%
<ul style="list-style-type: none"> • New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City) • Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities) • Expanded Vallejo Baylink Ferry Service 	<ul style="list-style-type: none"> ◇ \$258M (\$183M Capital \$75M Operating) ◇ \$270M (\$90M Capital \$180M Operating) ◇ \$131M (\$32M Capital \$99M Operating) 	<ul style="list-style-type: none"> ◇ \$210M (\$135M Capital \$75M Operating) ◇ \$165M (\$65M Capital \$100M Operating) ◇ \$50M (\$10M Capital \$40M Operating) 		
E. Safety Projects and Safe Routes to Schools	\$155M - \$250M	\$155M - \$250M	\$155M	10%
F. Local Return-to-Source Projects	\$155M - \$250M	\$155M - \$250M	\$155M	10%
G. STIA Admin/Finance			\$15M	1%
Total Estimated Revenues Available			\$1,570M	100%

Appendix B

**Traffic Relief and Safety Plan
Fact Sheets**

Highway Corridor Improvements and Safety Projects: 40% (\$625 million)



Project: I-80/I-680/SR 12 Interchange

Location: I-80 between I-680 and SR 12

Description: This project will rebuild the I-80/680/12 Interchange to relieve congestion by adding travel lanes, adding High Occupancy Vehicle (HOV) lanes, improving connections between I-80 and I-680 and I-80 and SR 12 West and East, separating truck traffic from other traffic with braided ramps, and providing alternate routes for local traffic (collector-distributor roads and the North Connector). This project will provide the required local matching funds necessary for completion of the interchange project in combination with other regional, state and federal funds.

Total Cost: \$885 - \$1,200 million

Unfunded Need: \$739 - \$1,054 million



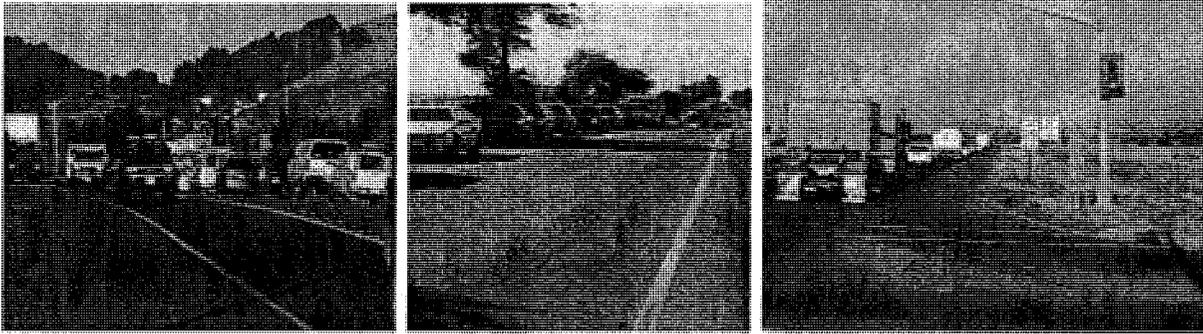
Project: I-80/I-680/I-780 Corridor Improvements and Safety

Location: I-80, I-680 and I-780 Corridors in Solano County

Description: Projects to relieve congestion, improve traffic flow and safety through Solano County were identified in the I-80/I-680/I-780 Major Investment and Corridor Study. Eligible projects for this funding have been defined by a prioritized list of mid- and long-term improvements included in the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. Project improvements include, but are not limited to, operational and safety improvements, ramp improvements, new and expanded park and ride lots, travel and auxiliary lanes, High Occupancy Vehicle (HOV) lanes, and direct entrances and improved access connections to major freeways. This project will provide the local matching funds necessary to complete the projects necessary to relieve major bottlenecks on I-80 and I-680, construct HOV lanes on I-80 from the Carquinez Bridge to I-505 in Vacaville and construct park and ride lots and intermodal stations along the I-80/680/780 corridors.

Total Cost: \$1,076 million

Unfunded Need: \$1,076 million



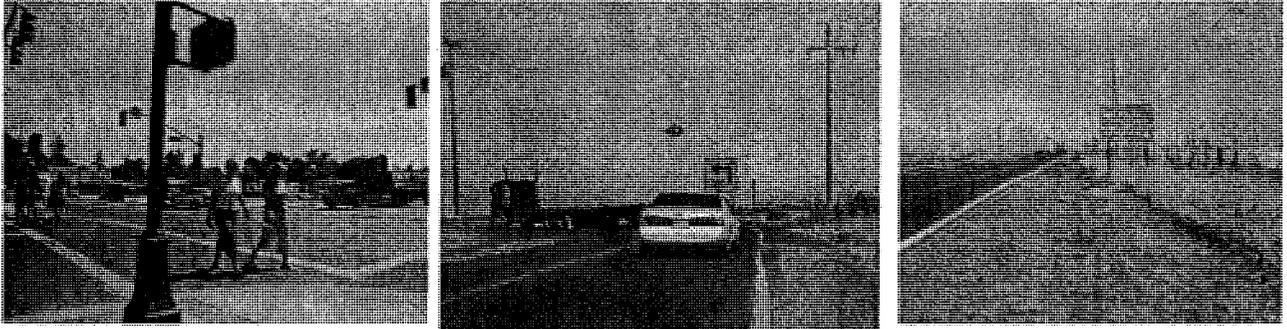
Project: SR 12 Corridor Improvements and Safety

Location: SR 12 (West) Jameson Canyon: I-80 to Solano/Napa County Line
SR 12 (East): Helen Madere (Rio Vista) Bridge to I-80

Description: Projects on SR 12 will provide congestion relief, operational enhancements and safety improvements on two segments of the SR 12 Corridor from the Napa County Line to I-80, and I-80 to the Helen Madere (Rio Vista) Bridge. Eligible projects may include but are not limited to widening from 2 to 4 lanes, operational and safety improvements on SR 12 Jameson Canyon (I-80 to Solano/Napa County Line) and the operational, safety and congestion projects on SR 12 East as identified in the SR 12 Major Investment Study approved by the Solano Transportation Authority. Environmental and detailed implementation plans will be completed for each project. This project will provide the local matching funds necessary to construct operational, safety and congestion relief improvements for SR 12 Jameson Canyon and safety, operational and congestion relief improvements for SR 12 East.

Total Cost: \$295 million

Unfunded Need: \$213 million



Project: SR 113 Corridor Improvements and Safety

Location: SR 113 from I-80 to SR 12

Description: Based on the recommendations of a SR 113 Major Investment and Corridor Study to be conducted by the STA, this project will provide operational enhancements and safety improvements on the SR 113 Corridor from I-80 to SR 12. Eligible projects include shoulder widening, improved turning radii, intersection improvements, and other operational and safety improvements to be determined by the Major Investment and Corridor Study.

Total Cost: \$25 - \$75 million

Unfunded Need: \$25 - \$75 million

Maintenance and Repair of Local Streets and Roads Program: 20% (\$315 million)



Location: Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

Description: Each city and the County of Solano will receive an annual allocation for the maintenance and repair of local streets and roads based on a formula of 66.7% population and 33.3% centerline miles (2:1). The seven cities and County of Solano will annually receive an allocation of these funds with the total amount for each agency, over 30 years, estimated below.

Total Cost: \$962.5 million

Unfunded Need: \$604.7 million

Estimated Allocation by City/County:

Benicia	\$ 19.4 million
Dixon	\$ 11.9 million
Fairfield	\$ 69.8 million
Rio Vista	\$ 5.1million
Suisun City	\$ 17.7 million
Vacaville	\$ 64.2 million
Vallejo	\$ 78.1 million
Solano County	\$ 47.8 million
TOTAL	\$315.0 million (rounded)

Senior and Disabled Transit: 7% (\$115 million)



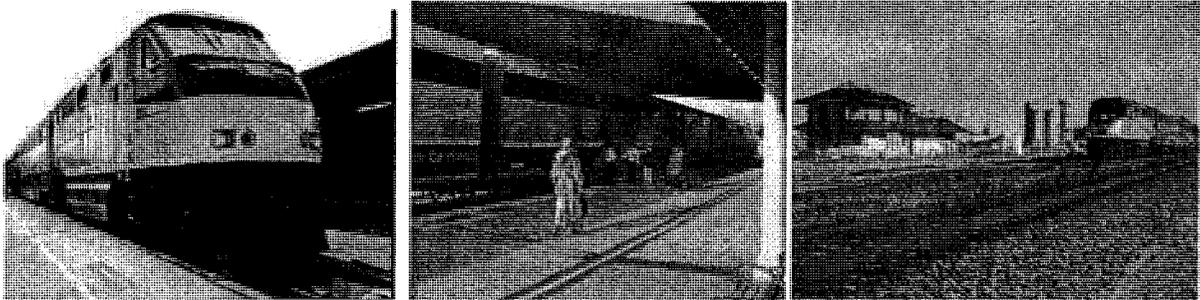
Location: Countywide and within each city

Description: Based on the "Solano County Senior and Disabled Transit Study" adopted by the STA, this Program addresses the mobility needs of the large and growing senior and disabled population in Solano County projected over the next 30 years. The Program includes various short, medium, and long-term implementation strategies to improve transit service for senior and disabled persons, including fare discounts on transit, additional or expanded intercity, inter-county and local paratransit services, new vehicles, subsidized taxi services and expanded evening and weekend services to medical facilities, shopping and senior centers.

Total Cost: \$115 - \$129.2 million

Unfunded Need: \$115 - \$129.2 million

Commuter Transit: 12% (\$190 million)

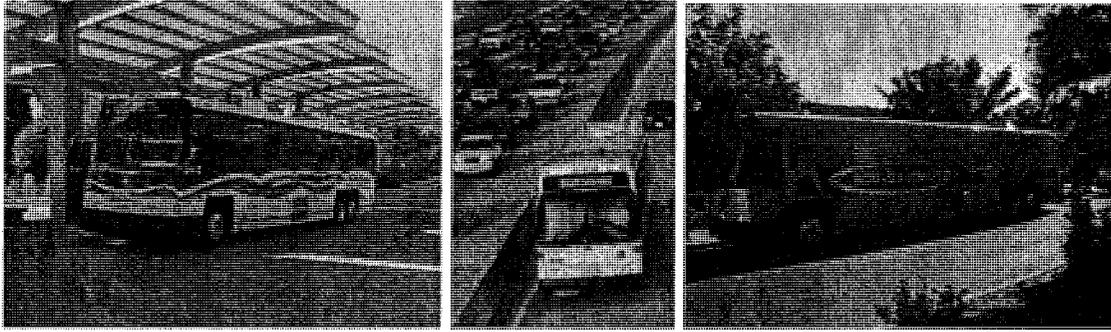


Project: **New Commuter Rail Service
(Solano County to Bay Area and Sacramento with
connections to Benicia, Dixon, Fairfield/Vacaville,
Suisun City)**

Location: Sacramento - Davis - Dixon - Fairfield/Vacaville - Suisun City – Benicia
-Richmond BART - Oakland

Description: This Project will provide three additional peak hour commuter trains (integrated with the four existing peak hour Capitol Corridor intercity trains) connecting to the San Francisco Bay Area Rapid Transit (BART) system in Contra Costa and Oakland, and to Sacramento from new rail stations in Benicia, Dixon and Fairfield/Vacaville and the existing station in Suisun City. The service is based on the Contra Costa/Solano Rail Feasibility Study and the Oakland-Sacramento-Auburn Regional Rail Study. Funds will be allocated for the necessary trains, track improvements, and operating funds to operate this commuter service. The funds are also eligible to provide the local matching funds to secure additional state and federal funds to construct rail stations in Fairfield/Vacaville, Benicia and Dixon and to purchase right-of-way for future long-range passenger rail service between Solano and Napa counties.

Total Cost: \$258 million
Unfunded Need: \$210 million

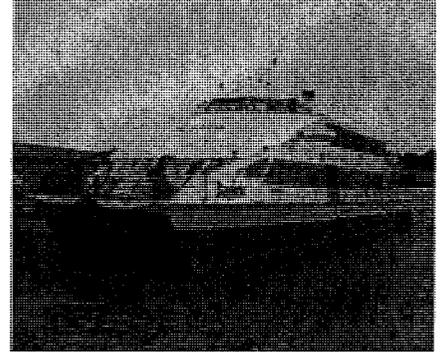
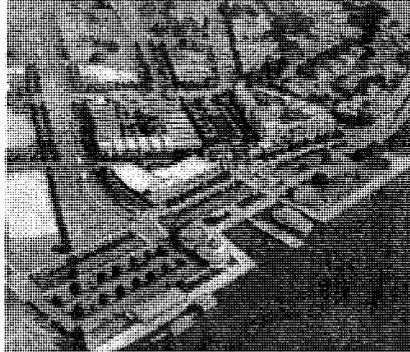


Project: Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)

Location: Countywide

Description: This program will provide expanded commuter transit service on the I-80, I-680, I-780 and SR 12 corridors. The funds will provide annual operating revenues for transit services on major commute corridors and be consistent with the Transit Element of the Comprehensive Transportation Plan 2030, I-80/I-680/I-780 Transit Corridor Study and the SR 12 Transit Corridor Study adopted by the STA. The capital funds will be used for the purchase and operation of additional vehicles to relieve traffic congestion in Solano County and provide for local matching funds to complete intermodal stations and maintenance facilities along the I-80/I-680/I-780/SR 12 Corridors in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, as determined by the STA. Transit and carpool/vanpool, incentives and information to encourage more use of transit and ridesharing would also be eligible activities.

Total Cost: \$270 million
Unfunded Need: \$165 million



Project: Expanded Vallejo Baylink Ferry Service

Location: Vallejo (with optional Benicia stop)

This program will expand the Vallejo Baylink Ferry Service that provides daily service from Vallejo to San Francisco. Funds will be allocated for the capital and operational costs for one additional Ferry and the ferry maintenance facility. Eligible projects must be consistent with the Short Range Transit Plan adopted by the City of Vallejo and the Transit Element of the Comprehensive Transportation Plan adopted by the STA. A Baylink ferry stop in Benicia and the cost of extended service would also be eligible.

Total Cost: \$131 million
Unfunded Need: \$50 million

Safety Projects and Safe Routes to Schools: 10% (\$155 million)



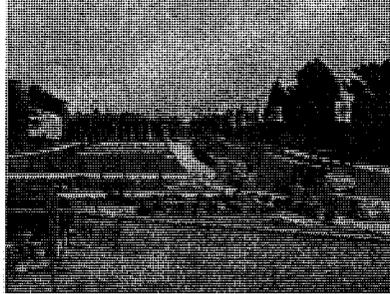
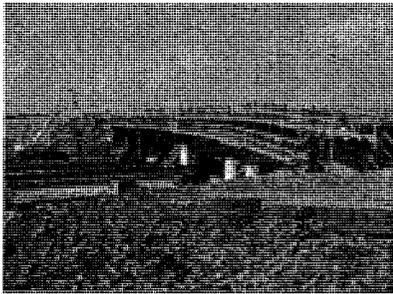
Location: Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

Description: Critical local safety projects will be funded from this program. Eligible projects may include, but are not limited, to improved safety for walking and bike routes to schools and transit, improved crosswalks, traffic lights, roadway and intersection improvements, railroad crossings, improved transit security and fixing key bottlenecks for emergency vehicles during peak commute times. Specific safety projects are identified in the Solano County Traffic Safety Study approved by the STA. Emergency repairs of transportation infrastructure and facilities damaged by a natural or man-made disaster are also eligible under this category.

Total Cost: \$155 – \$250 million

Unfunded Need: \$155 – \$250 million

Local Return-to-Source Projects: 10% (\$155 million)



Location: Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

Description: Each city and the County of Solano will receive, through a population fair share formula, funds for critical local transportation projects such as but are not limited to:

- Additional local road rehabilitation
- Improving local interchanges
- Additional local safety projects
- Pedestrian improvements for downtowns
- Expanded local transit service
- Local transit centers
- Other local priority transportation projects and facilities

Total Cost: \$155 – \$250 million

Unfunded Need: \$155 – \$250 million

Allocation by City/County:

Benicia	\$ 8.4 million
Dixon	\$ 7.4 million
Fairfield	\$ 40.2 million
Rio Vista	\$ 5.2million
Suisun City	\$ 10.4 million
Vacaville	\$ 34.3 million
Vallejo	\$ 47.0 million
Solano County	\$ 4.1 million
<hr/> TOTAL	\$155.0 million (rounded)



DATE: January 30, 2006
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Public Hearing for the Draft FY 2005-06 Disadvantaged Business Enterprise (DBE) Program

Background:

The STA utilizes federal funds primarily for consulting work in traffic and environmental studies, project management, marketing, and public outreach. When federal funds are used to fund projects, Title 49 of the Code of Federal Regulations, Part 26 (49 CFR 26) requires that a Disadvantaged Business Enterprise (DBE) goal be included in the contract. The DBE goal is established on an annual basis, primarily to ensure nondiscrimination in the award and administration of federally funded contracts. The draft DBE goal must be approved by Caltrans, followed by a 30-day public review and 45-day public comment period. Comments made during this period may be incorporated into the DBE program before being approved by the STA Board, after which it is sent back to Caltrans for final approval. Federal funds are withheld for the fiscal year until a final DBE program is approved by Caltrans.

Determining a reasonable goal for DBE participation in STA contracts is a two-step process. The first step evaluates the relative availability of DBE firms willing to work in Solano County for the types of consultant work typically needed by the STA. Step 2 evaluates the STA's own contracting history for DBE participation and adjusts, if necessary, the base figure determined in Step 1. Based upon the two-step process, STA staff determined the draft DBE Goal for FY 2005-06 is 9.7% and will be exclusively race-conscious. (See Attachment A.)

On May 9, 2005 the United States Court of Appeals for the Ninth Circuit Court filed an opinion on the Western States Paving Co. vs. Washington State Department of Transportation (WSDOT) and the United States of America Department of Transportation (USDOT) Federal Highway Administration (FHWA). The opinion found that while the Federal DBE Program is constitutional on its face, judgment was made against the State because WSDOT's DBE goal was not separately supported with controlled, statistical evidence of discrimination for the race-conscious portion of the goal and therefore was not based on actual evidence of discrimination in its market place. WSDOT was expected to prove that discrimination had current effects on its market and that such discrimination also affected all of the socially disadvantaged groups included in the WSDOT's DBE Program.

In response to this ruling, Caltrans has committed to lead a disparity study over the next 45 days. This is expected to study what, if any discrimination exists to the minority groups included in its DBE Program. This study would be expected to be the basis of determining what, if any, changes will be made to the current DBE Program.

STA prepared its DBE Program under the current guidelines from Caltrans and is moving the Program for approval. Should Caltrans notify STA of required changes to the Program, then an amendment to this Program would likely be required.

Discussion:

In January 2006, Caltrans approved the draft DBE program and notified the STA to begin the public comment process. Public notices were published in the local newspapers on February 1, 2006 for a 30-day public review/45-day public comment period from the date of publication. A copy of the DBE program was made available at the STA office and posted on the STA website for public review. As part of the public comment process, a public hearing will be held at the February 8th STA Board meeting. The STA will accept comments from the public hearing and throughout the public comment period. The DBE program review period will end on March 2nd, and the comment period will end on Friday, March 17, 2006. At the end of the public review process, the draft DBE Program will be presented to the STA Board in April for formal adoption, and then will be forwarded to Caltrans for final approval.

Fiscal Impact:

There is no fiscal impact. The DBE Program is intended to help DBE firms compete for federal contracts; however, they must be fully qualified and competitive for their services. The STA selects the most qualified firms for consultant services contracts. DBE consultants and sub-consultants must meet the same standards as all other firms competing for STA contracts.

Recommendation:

Conduct Public Hearing and accept comments from the public at the February 8, 2006 Public Hearing for the STA's Draft FY 2005-06 DBE Program.

Attachment:

- A. Goal Setting Methodology, Draft FY 2005-06 DBE Program.

GOAL SETTING METHODOLOGY

The Solano Transportation Authority (STA) is responsible for the planning, coordination, and financing of transportation projects for the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano. In addition, the STA provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities. Other responsibilities include the management of Solano Paratransit and Route 30 transit services, and the Solano Napa Commuter Information (SNCI) Program.

In accordance with Title 49 of the Code of Federal Regulations, Part 26 (49 CFR Part 26), an annual DBE goal must be established for contracts being awarded with federal funds. A two-step methodology process described in 49 CFR Part 26 must be used to determine the annual DBE goal. Step One of the methodology establishes a base figure for the relative availability of DBEs that are ready, willing, and able to participate in federally funded DOT-assisted projects. Step Two relies on the STA's knowledge of its contracting markets to determine if an adjustment from the base figure is needed. Each methodology is discussed in detail below.

Step One Process: Census Bureau Data and DBE Directory

The first stage in developing a DBE base goal is to develop a market area for which consultants have demonstrated an interest in working in Solano County. A review of STA and Solano County Transportation files on previous Request for Proposals and letters of interest were used to establish a market area. Because of its location, Solano County attracts consultants from both the Bay Area and Sacramento regions. The counties in the market area for which consultants are expected to participate in STA contracts are:

Alameda County	Contra Costa County	Marin County
Napa County	Placer County	Sacramento County
San Francisco County	San Mateo County	Santa Clara County
Solano County	Sonoma County	Yolo County

The second stage is to determine which categories of work the STA will be contracting out with federal funds. For FY 2005-06, the STA plans to award four contract to perform duties in civil and traffic engineering, and project management services (see Attachment A). These activities were matched with their respective North American Industry Classification System (NAICS) codes, which are used to identify DBE firms in the Caltrans DBE database.

NAICS	NAICS Description
541330	Engineering Services (used for Civil and Traffic Engineering)
541618	Other Management Consultant Services

The Step One goal, or base figure, is calculated by first dividing the number of certified DBE firms willing to work in Solano County by the total number of firms (see Attachment B). This is performed for each county and each type of activity. The results are as follows:

Type of Activity	Ratio of DBE/Total
Engineering Services – NAICS 541330	6.9%
Other Management Consultant Services – NAICS 541618	35.0%

The next step is to weight each work category as a percentage of the total amount of federal contracted funds. Weighting each category will assist in providing a more accurate Step One Base Figure.

Type of Activity	Weight
Engineering Services – NAICS 541330	90%
Other Management Consultant Services – NAICS 541618	10%

Finally, the Step One Base Figure is calculated by multiplying the DBE ratios by their corresponding weights, summing the results for each activity, and taking its percentage. The following computation establishes the Step One Base Figure:

$$\begin{aligned}
 &\text{Step One Base Figure} = \\
 &\quad \text{Engineering} \qquad \qquad \text{Mgmt. Consultant} \\
 &= [(.069 * .90) + \qquad (.350 * .10) \qquad * 100] \\
 &= [(0.0621) + \qquad (0.0350) \qquad * 100] \\
 &= \mathbf{9.74\%}
 \end{aligned}$$

The Step One Base Figure, weighted by type of work to be performed, is 9.7%.

Step Two Process: History

The purpose of the Step Two analysis is to determine if an upward or downward adjustment to the base goal is justified based on relevant evidence available to the STA. Over the last six years, the STA issued several contracts with federal funds totaling approximately \$1.96 million: 1) the Jepson Parkway (I-80 Reliever Route), 2) the I-80/680/780 Corridor Study (Segments 2-7), 3) the Solano Countywide Trails Plan, and 4) the Environmental Impact Report for the Transportation Expenditure Plan, and 5) the Safe Routes to Schools/Transit Study. These five projects were evaluated to determine the total DBE participation. The evaluation showed that only 6.26% of the total federal funds awarded within the past six years have DBE participation (see Attachment C). From this information, it was concluded that the STA does not award a significant amount of federally funded contracts to warrant an adjustment to the base figure goal on the basis of past participation.

Other factors in the Step Two analysis involve the consideration of disparity studies conducted in the market area and evidence of past discrimination. Since there are no known disparity studies conducted in the region and no evidence of past discrimination, further adjustments to the DBE goal are not required based on this information.

There will be no adjustment to the Step One base figure. Therefore, the overall annual DBE goal, or the Step Two goal, will remain at 9.7%.

Race-Neutral / Race-Conscious Split:

In order to meet the annual DBE goals in the past and because the STA awards only a small number of federally funded projects in a given year, a DBE component has been included for every project using federal funds. By including a DBE goal in every federally funded contract, the STA is using race-conscious measures to achieve its DBE goal. As shown in Step Two, only 6.26% of the total federal funds awarded within the past six years have DBE participation, which is lower than the overall annual goal of 9.7% established in Step One. The most effective way to achieve this year's DBE goal of 9.7% is to continue to use race-conscious measures. Therefore the annual DBE goal is 9.7%, and will be exclusively race-conscious. (If the STA is successful in exceeding this year's goal, the difference between goal and achievement will be taken into consideration in next year's calculation for the DBE Race-Neutral / Race-Conscious Split.)

Conclusion:

The annual DBE goal for FY 2005-06 is 9.7%, and will be exclusively race-conscious.



DATE: January 26, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Approval of Request for Proposal (RFP) for Project Management Services

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 PSR's 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.

The STA will be the lead on the PSR for SR 12/ Church Road Improvements Project in Rio Vista to be funded by the STA in FY 2005-06 and FY 2006-07. The STA Board approved the STA to proceed with this PSR on December 14, 2005.

In addition, the City of Rio Vista obtained a \$560,000 (\$492,000 available) Federal Earmark for completing both the SR 12 – Rio Vista Bridge Study and a Signage Improvement Project. Based on discussions with the City of Rio Vista on January 12, 2006, \$362,000 of this Earmark will be available for this Study.

Discussion:

On January 11, 2006 the STA Board approved the STA to combine the work effort of the SR 12/Church Road Improvements PSR and the Rio Vista Bridge Study. On January 12, 2006, the City of Rio Vista concurred with this approach, including having the STA be the lead for the work.

The SR 12/Church Road Improvements involve; re-aligning one of the local roads at SR 12, studying acceleration and deceleration lanes, and a traffic signal. This work was identified in the SR 12 2001 Major Investment Study. The PSR will also address and consider a future Park-and-Ride Lot. The PSR will be the basis for the City of Rio Vista to seek funding for this proposed work by developer fees. It is estimated the alignment PSR will cost between \$150,000 to \$200,000.

The Rio Vista Bridge Study will study 3 alternatives for a new bridge in addition to addressing the existing structure. The Study will address land use, urban design, design standards, provide visual renderings, take public input in the proposed alternatives and ultimately be adopted by the STA Board, the City of Rio Vista, and Caltrans (District 3, 4, and 10). This effort will require an MOU to be developed between STA, the City of Rio Vista, the County, and Caltrans (Dist. 3, 4, and 10).

In addition to the two projects being located in the same community and having the same Stakeholders, both projects will require similar traffic forecasting.

Effectively managing the PSR and the Bridge Study is necessary to insure cost, scope and schedule of the products are met to the expectation of the City Council, STA Board, Caltrans, and all other important Stakeholders. Having a dedicated Project Manager is the appropriate action to insure this outcome. The STA is currently utilizing this approach for the I-80/I-680/SR 12 Interchange and the North Connector Projects. The anticipated cost for the Project Management Services is 5% to 10% of the PSR and Bridge Report cost.

Due to the proximity and similar scope of the SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study, utilizing the same consultant for Project Management services on both efforts will likely result in improved efficiencies, cost effectiveness, and coordination. The proposal to combine the Project Management for these two efforts was discussed and concurred with by the City of Rio Vista on January 12, 2006.

On January 25, 2006 the Technical Advisory Committee (TAC) concurred with the proposed recommendation.

Fiscal Impact:

The SR 12/Church Road Improvements PSR and SR 12 - Rio Vista Bridge Study Project Management services would be funded by the fund sources of the individual Report/Study. The PSR and all related work will be funded by the STA dedicated \$112,000 FY 05/06 and \$125,000 FY 06/07 budgets for the PSR work for future STIP eligible projects and the Bridge Study and all related work will be funded by the City of Rio Vista Federal Earmark. The cost for the Project Management Services is expected to be 5% to 10% of the cost of the PSR and Bridge Study.

Recommendation:

Authorize the Executive Director to issue a Request for Proposal (RFP) for Project Management Services for the SR 12/Church Road Improvements Project Study Report (PSR) and the SR 12 – Rio Vista Bridge Study.



DATE: January 31, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Approval of Final State Route (SR) 12 Transit Corridor Study

Background:

In 2001, the State Route 12 Major Investment Study identified the need for future transit service (in addition to various recommended short- and long-term corridor improvements) to provide an alternative mode of travel along the SR 12 Corridor from Rio Vista to Fairfield, with connections to the Capitol Corridor and the Fairfield Transportation Center. The Napa Solano Passenger Rail Feasibility Study recommended that bus service between Fairfield and Napa County be implemented initially before any future long-term rail system is considered. Finally, the I-80/I-680/I-780 Transit Corridor Study and Solano Comprehensive Transportation Plan both recommended that a SR 12 Transit Corridor Study be conducted.

All of these plans and studies assumed that future transit services would be needed to complement the new roadway improvements being planned to accommodate vehicles, trucks and buses along the entire corridor including 4-lanes between Fairfield and Napa, 4-lanes in Rio Vista and certain safety and operational improvements in each of the three corridor cities as well as in the unincorporated portions of the corridor between Suisun City and Rio Vista.

In FY 2004-05, the STA Board identified the SR 12 Transit Corridor Study as a Priority Project to be conducted by the STA. The initiation of this study was recommended by various transportation studies recently completed by the STA. This Transit Study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plans.

Based upon the various STA and local transit studies prepared in the past couple of years and the projected increase in population, jobs and travel demand along the SR 12 Corridor, daily transit service (between Rio Vista-Suisun City-Fairfield-Napa) is anticipated to be needed in the next three to five years. Currently, there is no daily transit service along the SR 12 Corridor connecting Fairfield and Suisun City to Napa or Rio Vista to Fairfield and Suisun City.

On January 12, 2005, the STA Board authorized the Executive Director to enter into a consultant contract with Urbitran Associates, Inc. for an amount not to exceed \$37,000 to conduct the SR 12 Transit Corridor Study. The study is funded based on commitments of \$15,000 from the Napa County Transportation Planning Agency (NCTPA) and \$25,000 in the FY 2004-05 STA Budget.

The SR 12 Transit Corridor Study included the following major tasks:

1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee was established to provide oversight on the Study. The Steering Committee included the following members: the Cities of Fairfield, Rio Vista, and Suisun City, the Napa County Cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), and STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin Council of Governments).

An Existing Conditions Report was completed in March 2005. The consultants met with stakeholders and compiled information from various transit studies, short-range transit plans, the Solano Napa Travel Demand Model and other demographic data sources. A preliminary Service Concept Plan was prepared in May 2005 to identify potential service alternatives, routing, frequency, stops and sample schedules for both peak and non-peak hour services. Copies of these reports (Existing Conditions and Preliminary Service Plan) were provided and presentations made at the March and May Consortium and TAC meetings respectively.

The SR 12 Policy Steering Committee held its first meeting on April 7, 2005. This meeting included both a session on the prioritized highways improvements planned for SR 12 East and then a presentation on the SR 12 Transit Corridor Study. The last Steering Committee meeting was held on June 17, 2005 to provide an opportunity for the committee to provide comments on the Preliminary Service Plan. The last Steering Committee meeting was held on October 31, 2005 and various input was provided on the Study. Summarized comments from each of the public meetings and the October 31 Steering Committee were incorporated into the report (Appendix A to January 2006 SR 12 Transit Corridor Study).

Three public input meetings have been held as follows:

- June 27, 2005 - Napa
- June 28, 2005 - Rio Vista
- August 29, 2005 – Fairfield/Suisun City

Discussion:

On October 11, 2005 input was received on the Draft Plan by the County Board of Supervisors and on October 31, 2005 from the SR 12 Steering Committee meeting. The main comments that came out of these meetings included the ridership, fares, cost effectiveness, timing and next steps for initiating the service. More information addressing the major comments have been incorporated into the Final Draft Plan. On October 31, 2005, the SR 12 Steering Committee forwarded their comments and unanimously recommended that STA Board approve the SR 12 Transit Corridor Study.

At the November 30, 2005 TAC and Consortium meetings, revised copies of the revised Draft Plan were distributed to the members and the committees requested some additional time for further review of the study prior to providing a recommendation to the STA Board.

The revised report entitled “State Route 12 Corridor Study, January 2006” has been prepared, superseding all previous draft reports. The current report includes the following additional and/or updated information:

- Provided both 2005 and 2030 peak hour traffic projections and ridership demand for SR 12 based on the new Solano Napa Travel Demand Model – Phase 1
- Proposed service phasing plan
- Updated bus stop locations

- Projected peak and off-peak ridership for the proposed service
- Summary of public comments received from the public input meetings
- Proposed fare structure and updated farebox recovery ratio
- Refined capital and operating costs for each phase
- Further text updates and edits as requested from members of the TAC

Based on the additional comments recently from TAC members, a revised SR 12 Transit Corridor dated January 31, 2006 has now been prepared (Attachment A).

Various implementation steps are included in the study. It is expected that a funding plan will be prepared over the next year or so and that initial phase (s) of the proposed service would be initiated when sufficient funding is secured. At that time the SR 12 Steering Committee would meet again to review and recommend a more detailed implementation plan.

On January 25, 2006, both the Transit Consortium and STA TAC unanimously forwarded a recommendation to the STA Board to approve the Final SR 12 Transit Corridor Study.

Fiscal Impact:

None

Recommendation:

Approve the Final SR 12 Transit Corridor Study dated January 31, 2006.

Attachment:

- A. Final SR 12 Transit Corridor Study, January 31, 2006

**A copy of the
Final Plan for the SR 12 Transit Corridor Study
has been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
Final Plan for the SR 12 Transit Corridor Study
by visiting the STA website: www.solanolinks.com
or contact our office at
(707) 424-6075.**

Thank you.



DATE: January 27, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: State Legislative Update and Additional FFY 2007 Appropriations Requests

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. A State Budget Update from Shaw/Yoder, Inc. is included for your information (Attachment A). It outlines the Governor's proposed State Budget for 2006-2007 as it relates to the STA.

Discussion:

STATE

Governor Schwarzenegger released his proposed State Budget for 2006-2007 on January 11, 2006. Of particular note are the following points:

- While revenue expectations have improved over earlier projections, the State still has a General Fund operating deficit of over \$5.4 billion.
- The Governor has proposed full funding for Proposition 42, which will transfer about \$1.4 billion in revenues from the General Fund to transportation programs, including transit and highway projects and services. He also proposes a constitutional amendment to protect Proposition 42 funds.
- As declared in his State of the State address last week, the Governor seeks to implement a long-term \$222 billion infrastructure plan for California. \$100 billion of the identified total "Strategic Growth Plan" would already materialize from existing funding sources, but the Governor still proposes \$120 billion of new revenue, with \$68 billion to be funded through a series of General Obligation bonds to be voted on statewide commencing with a \$6 billion transportation bond proposed as early as the June 2006 ballot. The transportation focus of this program is on highway spending, but does propose \$4.5 billion in new intercity and commuter rail funding, most of which only assists the State's intercity rail services (i.e., the Capitol Corridor), not local public transit.
- As part of his infrastructure plan, the Governor also proposes to incorporate elements of his "GoCalifornia" plan, which was unveiled last year. These include broader statutory authority for transportation agencies to use design-build and design sequencing techniques.

The Senate made several procedural moves on January 12, 2006 to speed the hearing process for the quality of life issues contained in bond proposals made by legislators and the Governor. The Senate waived the 30-day minimum print requirement for bills so that proposals outlined by Governor Schwarzenegger in his State of the State speech could be heard sooner in Senate policy

committees. The measures are SB 1163 (infrastructure and courts), SB 1164 (education), SB 1165 (transportation), and SB 1166 (water and flood protection). Senate standing committees will consider the policy issues raised by the proposals.

These four bills are placeholders for the overall bond discussions that will take place within the Legislature. While providing details of sorts, all these proposals are viewed as starting points for future discussions on what will ultimately be developed. Staff is monitoring the progress of three of these bills relative to STA: SB 1163 (Ackerman), SB 1165 (Dutton) and SB 1163 (Aanestad and Machado), and will provide an analysis of the bills as details are made available.

Caltrans and the Business, Transportation and Housing Agency have submitted earmarks for regionally significant candidate projects to receive State matching funds through the Governor's bond proposal. Solano County would benefit from the following proposed line items:

- \$300 million for the I-80/I-680/ SR12 Interchange project
- \$125 million for rail improvements (including the Capitol Corridor)
- \$65 million for the SR 12 Jameson Canyon project
- \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)

Solano County received the 2nd highest proposed earmark in the Bay Area (\$300 million). These proposed earmarks are important to the STA to expedite completion of these projects. Of particular significance are I-80/I-680/SR 12 and SR 12 Jameson Canyon, which are two of STA's six priority projects named in the STA February 2006 Transportation Report to the State Legislature (Attachment C).

The STA has worked with the office of Shaw/Yoder, Inc. to schedule meetings for Executive Committee members to meet with State Legislators in Sacramento. At that time the STA February 2006 Transportation Report to the State Legislature will be delivered and discussed with each of the State representatives. The meetings between Board members and State Legislators are tentatively scheduled for Wednesday, March 1.

As stated in priority #8 of the 2006 STA Legislative Priorities and Platform, the STA "supports efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund."

On January 25, 2006, both the STA TAC and Transit Consortium forwarded a recommendation to the STA Board to approve the recommendation in this report.

FEDERAL

On January 11, 2006, the STA Board approved FFY 2007 Federal appropriations requests for the Vallejo Intermodal Station (\$4 million) and the Fairfield/Vacaville Intermodal Station (\$1.9 Million). Since that time, staff has learned from Mike Miller, STA's federal legislative consultant, that additional funding may be available for highway projects (see Attachment B). Staff recommends that we add the following two projects to our FFY 2007 Federal appropriations request:

- I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component - \$6 Million
- Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$3 Million

I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component - \$220 Million

The I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component has had no previous funding source commitments.

<u>Funding Sources</u>	<u>Amount</u>
Estimated Unfunded Need	<u>\$220 M</u>
Total cost estimate	\$220 M

Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$6.2 Million

The Travis AFB Access Improvements/Jepson Parkway has secured the following approximate funding commitments to date:

<u>Funding Sources</u>	<u>Amount</u>
Federal Earmark through Solano County (FFY 2006)	\$3.2 M
Estimated Unfunded Need	<u>\$3.0 M</u>
Total cost estimate	\$6.2 M

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Support the following priorities pertaining to the Governor's proposed bond measure for transportation including the following elements:
 - (a) Adopt a constitutional amendment to protect Proposition 42.
 - (b) Provide earmarks for the following Solano County projects:
 - \$300 million for the I-80/I-680/SR 12 Interchange project
 - \$125 million for rail improvements (including the Capitol Corridor)
 - \$65 million for the SR 12 Jameson Canyon project
 - \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)
2. Approve additional FFY 2007 Federal appropriations requests for the I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component (\$6 Million) and the Travis Air Force Base (AFB) Access Improvements/Jepson Parkway (\$3 Million).

Attachments:

- A. Shaw/Yoder, Inc. State Budget Update
- B. The Ferguson Group January Federal Legislative Update
- C. 2006 STA Report to the State Legislature (To be provided under separate cover.)



SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

January 11, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: BUDGET UPDATE

Yesterday at 1:00 p.m. Governor Schwarzenegger unveiled his proposed State Budget for 2006-07. Following are the highlights with regards to transit and transportation. Here's our general understanding so far:

- California revenues showed solid growth in 2004 and even stronger growth in 2005. The outlook for 2006 and 2007 is for continued gains. **Revenue expectations have improved** from what was projected at the time the 2005 Budget Act was enacted. Since that time, General Fund revenues have increased by \$5.5 billion for the past and current years combined, with total 2005-06 revenues and transfers estimated at \$87.7 billion. For 2006-07, revenues are expected to grow by \$4.3 billion, to \$92 billion, a 4.9-percent increase year-over-year.
- On the other hand, the Governor estimates a **General Fund (GF) operating (or "structural") deficit in excess of \$5.4 billion** (i.e. a continuing mismatch between Budget year revenues and Budget year expenditures), and therefore proposes a number of steps to close the gap, including deep cuts in social services programs.
- However, because there are carry-over funds from the current Budget year and because state revenues are up from many sectors over last year, **the Governor proposes several spending enhancements for transit and transportation**, as detailed below, as well as education, law enforcement and other program spending enhancements.
- He proposed **full funding for Proposition 42** which will transfer about **\$1.4 billion in revenues** from the GF to transportation programs, including transit and highway projects & services. These funds would flow as follows: \$678 million to Traffic Congestion Relief Program (TCRP) projects; \$582 million to the State Transportation Improvement Program (STIP); and, \$146 million to the Public Transportation Account. (Per current law, cities and counties are *not* scheduled to receive any local streets & roads funds from Prop. 42 in both 2006-07 and 2007-08, because the State provided what would have been their share in 2001-02 and 2002-03, even though Prop. 42 was not fully funded in those years.

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- He also proposes **\$920 million for advance payment** of a portion of the **Proposition 42 loan** due in 2007-08 (including interest). These dollars will be allocated as follows: \$410 million to the Traffic Congestion Relief Fund (TCRF) for TCRP projects; \$255 million to the STIP; and, \$255 million to cities and counties for local streets & roads.
- The 2005 Budget Act assumed repayment of a portion of outstanding transportation loans with \$1 billion in bond proceeds derived from certain **Indian gaming revenues** to specified transportation programs. However, several lawsuits have delayed the issuance of the bonds to obtain the cash to repay these loans. One is still pending, and another, which was dismissed, may be appealed. Nonetheless, the California Infrastructure and Economic Development Bank late last year authorized the sale of the compact revenues, which is the first step in the process. The Budget assumes the bond sale will occur in the spring of 2006. If and when this takes place, the revenues are scheduled to be allocated as follows: \$290 million to Traffic Congestion Relief Program (TCRP); \$465 million to the State Highway Account; \$122 million to the Public Transportation Account; and, \$122 million to be allocated to cities and counties for streets & roads purposes.
- As previously reported, the Governor, as mentioned in his State of the State last week, seeks to implement a long-term, **\$222 billion infrastructure plan** for California that would fund a variety of objectives. \$100 billion of the identified total "Strategic Growth Plan" would already materialize from existing funding sources. Nevertheless, the Governor still proposes \$120 billion of new revenue, with \$68 billion to be funded through General Obligation bonds. The transportation focus of this program is on highway spending, but he does propose \$4.5 billion in new intercity and commuter rail funding, most of which only assists the State's rail services, not local public transit.
- The proposed funding level for the **State Transit Assistance Program is \$235 million**, about a \$34 million increase from the current year (primarily due to full Prop. 42 funding), and double the level from 2004-05.
- Unfortunately, the Governor also proposes to use dedicated transit funds for non-transit purposes, by **suspending all "spillover" transfers** from the GF to the Public Transportation Account, costing transit programs another **\$318 million**. He would retain the first \$200 million in the General Fund (per last year's budget deal), and transfer the final \$118 million to the Bay Area Toll Account (per last year's San Francisco-Oakland Bay Bridge re-financing legislation).
- He does propose a **constitutional amendment to "firewall" Proposition 42** (i.e. by eliminating the current ability of the Governor and Legislature to suspend Proposition 42).
- The Governor's Budget also includes \$5 million from the Antiterrorism Fund to establish a new **Mass Transportation Security Grant Program**. It is not clear yet whether this is new State spending or "pass through" of Federal funds.

- As part of his infrastructure plan, the Governor also proposes to incorporate elements of his "GoCalifornia" plan, which was unveiled -- but languished -- last year. These include **broader statutory authority for transportation agencies to use design-build and design sequencing** techniques.
- Finally, the Governor proposes **postponing indefinitely** the vote on the \$9.95 billion **high speed rail bond act** currently called for in law to occur in November of 2006.

All in all, the Budget proposed by the Governor is very good for transportation. In addition to the Budget, the Governor has recently provided details of his Strategic Growth Plan. The Governor, as mentioned in his State of the State last week, seeks to implement a long-term, \$222 billion infrastructure plan for California that would fund a variety of objectives. In fairness, \$100 billion of the identified total would already materialize because they are existing funding sources. Nevertheless, the Governor still proposes \$120 billion of new revenue, with \$68 billion to be funded through General Obligation bonds. The following, excerpted from the Governor's 2006-07 Proposed Budget identifies the Governor's spending outline for these funds over the next ten years:

Figure INF-01
Strategic Growth Plan Five and Ten Year Financing
(Dollars in Billions)

First Five Years

Program	Total	General Obligation and Lease Revenue Bonds		Existing Funding Sources	New Funding Sources
		GO	LR		
Transportation/Air Quality	\$42.0	\$6.0	-	\$25.0	\$11.0
K-12*	17.5	7.0	-	10.5	-
Higher Education*	5.4	5.4	-	-	-
Flood Control and Water Supply	11.0	3.0	-	8.0	-
Public Safety	8.1	2.6	0.4	5.1	-
Courts & Other Public Service Infrastructure	2.3	1.2	0.4	0.7	-
Totals - First Five Years	\$86.3	\$25.2	\$0.8	\$49.3	\$11.0

Second Five Years

Program	Total	General Obligation and Lease Revenue Bonds		Existing Funding Sources	New Funding Sources
		GO	LR		
Transportation/Air Quality	\$65.0	\$6.0	-	\$22.0	\$37.0
K-12*	30.7	19.3	-	11.4	-
Higher Education*	6.3	6.3	-	-	-
Flood Control and Water Supply	24.0	6.0	-	13.0	5.0
Public Safety	9.3	4.2	-	5.1	-
Courts	1.0	1.0	-	-	-
Totals - Second Five Years	\$136.3	\$42.8	-	\$51.5	\$42.0
GRAND TOTALS TEN YEARS	\$222.6	\$68.0	\$0.8	\$100.8	\$53.0

*K-12 and Higher Education will be combined in the bond proposals.

More specifically for transportation, the Governor offers the following detail:

TEN-YEAR OVERALL SPENDING PLAN

The ten-year plan consists of the following components:

- \$21.2 billion for major projects on state interregional routes and to expand and complete the High Occupancy Vehicle lane system.
- \$18.9 billion to expand trade corridors and regional priorities.
- \$18.9 billion for capacity expansion on major corridors of the highway system by using strategies such as adding auxiliary lanes, using technology to assist drivers, and improving interchanges.
- \$4.5 billion to expand existing transit rail and to add new urban commuter rail and intercity passenger rail.

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- \$28.9 billion for rehabilitation and preservation of the state highway system.
- \$7.9 billion for safety and operational improvements on the state highway system.
- \$3 billion for transportation technology and Intelligent Transportation Systems.
- \$943 million to expand park and ride opportunities and bicycle and pedestrian routes.
- \$471 million to improve transit and rail services.
- \$297 million to expand the Freeway Service Patrol.

TEN-YEAR FUNDING SOURCES

Funding includes \$47 billion in existing transportation funding sources such as the gas tax, Proposition 42, and federal funds. A total of \$48 billion in new funding is proposed from leveraging existing funds and new bond funds to attract increased federal, private, and local funding, as well as using revenue bonds repaid from state gas tax and federal funds.

The remaining \$12 billion of need is proposed to be derived from GO bonds. It is proposed that the bonds will be authorized in two tranches in 2006 and 2008.

2006 BOND (2006-07 THROUGH 2010-11) - \$6 BILLION

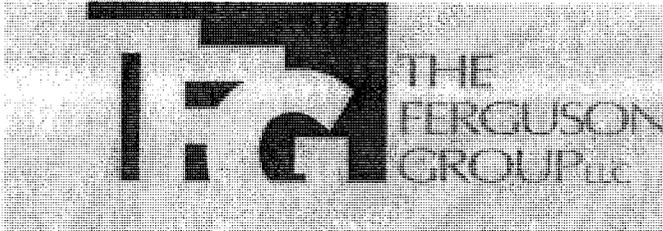
- \$1.7 billion to increase highway capacity.
- \$1.3 billion for safety and preservation improvements to the state highway system.
- \$1 billion for port improvements, mitigation related to programs and projects that reduce diesel emissions, and mitigation of other community impacts.
- \$1 billion for goods movement infrastructure, which will reduce related road congestion.
- \$400 million for intercity rail expansion.
- \$300 million for corridor mobility improvements.
- \$200 million for Intelligent Transportation Systems.
- \$100 million to expand park and ride opportunities and bicycle and pedestrian improvements.

2008 BOND (2011-12 THROUGH 2016-17) - \$6 BILLION

- \$3.6 billion for highway projects that provide congestion relief and meet or exceed performance measures for improved corridor performance.
- \$2 billion for goods movement infrastructure, which will reduce related road congestion.
- \$200 million for highway safety and preservation projects.
- \$100 million for additional intercity rail expansion.
- \$100 million to expand park and ride opportunities and bicycle and pedestrian improvements.

Included in the details of the outlined pots of revenue, **the STA is identified to receive \$300 million for 80/680 as well as \$4 million for park and ride improvements.**

Attached are documents pertaining to the budget; one document that highlights the major impacts to program areas, and one document published by the Assembly Budget Committee also describing the major points of the budget. The Legislative Analyst's Office will next weigh-in on the Proposed Budget by publishing a comprehensive analysis later this month. We will continue to update you as more information is known.



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
 Date: January 31, 2006

Congress begins the Fiscal Year 2007 process with several appropriations reform proposals under consideration. It is too early to predict outcomes, but current thinking points toward the following:

- more rigorous review of requests;
- better justification requirements for funding; and
- greater transparency in earmarking.

Notwithstanding the fluid status of appropriations reform, most congressional offices are accepting requests for funding as in the past, with most request deadlines set for late February.

The chart below outlines STA's requests and outcomes for 2005.

<i>Project</i>	<i>Request</i>	<i>Earmark</i>
Vallejo Station	\$4 million	\$850,000
Fairfield / Vacaville Intermodal Station	\$2.5 million	\$500,000
I-80/680 Interchange	\$50 million	\$17.480 million
Jepson Parkway	\$23 million	\$3.2 million

Earlier this month the STA Board adopted the following federal funding requests for FY 2007:

- Vallejo Station: \$4 million
- Fairfield / Vacaville Intermodal Station (Phase I): \$1.9 million

Both of these requests are at reasonable levels when compared to historic and FY06 funding levels in relevant funding accounts.

In addition to the above requests, TFG is monitoring whether there may be an opportunity to secure highway construction funding in the Federal Highway Administration's Surface Transportation Program (STP) or in other accounts for construction associated with the following projects:

- 80/680/12;
- Jepson Parkway;
- Access Improvements (Travis AFB); and
- Cordelia Truck Scales.

We have received strong indications from Capitol Hill that highway construction earmarks are highly unlikely this year, but TFG will keep STA informed on this point.

The Ferguson Group is working with STA staff to coordinate STA's next set of meetings in Washington, DC with STA's congressional delegation and relevant federal agencies. We are targeting April 4-5 for these meetings.

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

**The 2006 STA Report to the State Legislature
has been provided to the STA Board members
under separate cover.**



DATE: January 27, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Transportation Funding Program

Background:

The Metropolitan Transportation Commission's (MTC) 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. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of \$1,076,866. 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.

For the first time, the STA will be managing Lifeline Funds. STA will be providing project recommendations to MTC for Solano County. STA staff is working with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. In December 2005, the STA Board approved the establishment of Lifeline Advisory Committee to evaluate Solano County's project proposals.

Discussion:

The first Call for Projects is planned for March 2006 with applications due at the end of April 2006. For Solano and Napa counties, MTC (in coordination with STA and the Napa County Transportation Planning Agency) will be holding a Lifeline Funding Program informational meeting in Vallejo on the morning of Thursday, February 16. Stakeholders, including transit operators, from the Solano County Welfare to Work and Community Based Transportation Planning efforts will be invited and encouraged to attend.

Fiscal Impact:

No impact on STA budget. The Lifeline Program is a new dedicated funding source for Solano projects and will be administered by the STA.

Recommendation:

Informational.



DATE: February 3, 2006
 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.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
MTC Local Streets and Roads Shortfall Program – Third Cycle	Jennifer Tongson, STA (707) 424-6013	February 10, 2006
Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program	Dana Lang, MTC, (510) 817-5764	February 24, 2006
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong (303) 449-4893	February 27, 2006
Solano Bicycle and Pedestrian Program (SBPP)	Robert Guerrero, STA (707) 424-6014	March 9, 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 2006 Due date TBD



FUNDING OPPORTUNITY:

MTC Local Streets and Roads Shortfall Program – Third Cycle

Due February 10, 2006

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the MTC Local Streets and Roads (LS&R) Shortfall Program – Third Cycle 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, County, Congestion Management Agencies (CMAs) or an equivalent agency.

Program Description: Funds to rehabilitate local streets and roads.

Funding Available: Solano County’s share of Third Cycle LS&R funds is \$3,420,000.

Eligible Projects: Nominated projects recommended by the STA Board on December 14, 2005 (Agenda Item VII. J).

The proposed project must address *pavement rehabilitation and preventive maintenance needs on roads that are federally eligible* (included under the federal-aid system). Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program.

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

STA staff will be responsible for submitting the project applications via WebFMS (online TIP system) by February 10, 2006. **Project sponsors have until February 22, 2006 to submit the required Resolutions, Legal Opinion, and Certification of Assurances.**

Program Contact Person: Craig Goldblatt, MTC, (510) 817-5837

STA Contact Person: Jennifer Tongson, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY:

**Federal Transit Administration (FTA)
Section 5310 Elderly and Disabled Transportation Program**

Due February 24, 2006

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:
- Private nonprofit corporations
 - Public agencies:
 - where no private nonprofits are readily available to provide the proposed service
 - have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.

Program Description: This program helps agencies purchase capital equipment for elderly and disabled transit services.

Funding Available: \$12.5 million was available in 2005-06 and at least that much should be available this cycle. Applicants may request up to \$700,000 in equipment per year. With the 20% match, a maximum of \$560,000 in federal funds is available per applicant.

Example Projects: 2003-04 FTA 5310 funded project:
STA – Two Solano Paratransit Buses - \$92,800 in FTA Section 5310 funds.

Other example projects include vans, small buses, computers, software, and mobile radios.

Further Details: **Applicants must receive a “Letter of Coordination” from the Paratransit Coordinating Council (PCC). The next PCC meeting is on January 20, 2006.**

Application Workshop – January 12, 2006 at MTC.

MTC will review draft applications if received by January 27, 2006.

Final applications due to Caltrans, MTC, and Solano PCC by February 24, 2006.

<http://www.mtc.ca.gov/funding/5310.htm>

Program Contact Person: Dana Lang, MTC, (510) 817-5764, dlang@mtc.ca.gov

STA Contact Person: Jennifer Tongson, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Due by February 27, 2006

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

Previously Funded Projects:

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

Funding Contact: Elizabeth Train, Grants Program Administrator
Bikes Belong Coalition
<http://bikesbelong.org>
1245 Pearl Street, Suite 212
Boulder, Colorado 80302-5253
(303) 449-4893

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
sshelton@sta-snci.com



FUNDING OPPORTUNITY:

Solano Bicycle and Pedestrian Program (SBPP)

Call for Projects, February 9, 2006
Tentatively due March 9, 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, Countywide Bicycle and Pedestrian Program, and possibly Air District programs such as Transportation for Clean Air funds.
- 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:** Funding available to this program will be subject to an adopted Alternative Modes Funding Strategy currently in development.
- Eligible Projects:** Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.
- Further Details:** SBPP Schedule:
- **Project Sponsor SBPP Application Workshop February 22, 2006** (after the TAC meeting).
 - Joint BAC/PAC Funding Recommendation Meeting
May 11, 2006
 - TAC makes an SBPP Funding Recommendation to STA Board
May 31, 2006
 - STA Board makes a SBPP Funding Decision
June 14, 2006

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014



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



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
