



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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**TECHNICAL ADVISORY COMMITTEE
AGENDA**

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

1:30 p.m., Wednesday, November 30, 2005
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

	<u>ITEM</u>	<u>STAFF PERSON</u>
I.	CALL TO ORDER	Daryl Halls, Chair
II.	APPROVAL OF AGENDA	
III.	OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
IV.	REPORTS FROM CALTRANS, MTC, AND STA STAFF (1:35 -1:40 p.m.)	
V.	CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
A.	Minutes of the TAC Meeting of September 28, 2005 – Pg. 1 <i>Recommendation:</i> <i>Approve minutes of September 28, 2005.</i>	Johanna Masiclat
B.	STA Board Meeting Highlights – October 12, 2005 - Pg. 9 <i>Informational</i>	Johanna Masiclat
C.	STA FY 2005-06 Meeting Calendar - Pg. 15 <i>Informational</i>	Johanna Masiclat
D.	Funding Opportunities Summary - Pg. 17 <i>Informational</i>	Sam Shelton
E.	SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects - Pg. 25 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.</i>	Jennifer Tongson

- F. Amendment to Programming of the 2006 State Transportation Improvement Program (STIP) – Pg. 31** Jennifer Tongson
Recommendation:
Recommend to the STA Board to approve programming of an additional \$1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's \$14.951M in new 2006 STIP funds as listed on Attachment A.
- G. Proposed No Call/No Show Policy on Solano Paratransit Pg. 35** Elizabeth Richards
Recommendation:
Recommend the STA Board approve a No Call/No Show Policy for Solano Paratransit.

VI ACTION ITEMS

- A. Final Draft SR 12 Transit Corridor Study** Dan Christians
Recommendation:
Forward to the STA Board with a recommendation for approval the Final Draft Plan for the SR 12 Transit Corridor Study. (1:45 – 1:50 p.m.) – Pg. 39
- B. State Route 12 East Operational Prioritization Report** Dan Christians
Recommendation:
Forward to the STA Board a recommendation to approve the SR 12 Implementation Plan and provide a recommendation to the STA Board. (1:50 – 1:55 p.m.) – Pg. 45
- C. Project Study Report Overview** Jennifer Tongson
Recommendation:
Forward a recommendation to the STA Board to:
 - 1. Initiate the PSR for the SR 12 and Church Road Improvements project in Rio Vista to be funded by the STA in FY 2005-06.*
 - 2. Authorize the STA to be the lead agency for the PSR for the I-80 HOV Lane/ Turner Parkway Overcrossing project in Vallejo to be funded by Federal SAFETEA Demo funds.*
 - 3. Designate I-80 HOV Lane – Air Base to I-505 or subsequent priority for next PSR to be funded and performed by the STA*
 - 4. Recommend to the STA Board to recommend to Caltrans to conduct PSRs for the EB/WB I-780 Stripe Aux Lanes project from 2nd St. to 5th St., the Phase II Truck Climbing Lane project, and the I-80 pavement rehabilitation project from SR12 East (Fairfield) to Meridian Road (Vacaville).*
(1:55 – 2:00 p.m.) – Pg. 89

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

Dan Christians

Recommendation:

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

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

(2:00 – 2:05 p.m.) – Pg. 95

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

Jennifer Tongson

Recommendation:

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

(2:05 – 2:10 p.m.) – Pg. 103

F. Lifeline Transportation Funding Program

Elizabeth Richards

Recommendation:

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

(2:10 – 2:15 p.m.) – Pg. 111

G. Solano Bicycle and Pedestrian Program Guidelines and Criteria

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to:

1. *Adopt the Solano Bicycle and Pedestrian Program (SBPP) Guidelines and Criteria.*

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

(2:15 – 2:20 p.m.) – Pg. 115

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

Jayne Bauer

Recommendation:

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

(2:20 – 2:25 p.m.) – Pg. 125

VII. INFORMATION ITEMS

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

Daryl Halls

Informational

(2:25 – 2:30 p.m.) – Pg. 139

B. Intercity Transit Funding Agreement

Elizabeth Richards

Informational

(2:30 – 2:35 p.m.) – Pg. 143

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

Elizabeth Richards

Informational

(2:35 – 2:40 p.m.) – Pg. 145

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

Dan Christians

Informational

(2:40 – 2:45 p.m.) – Pg. 147

E. Inactive Obligations – Call to Action

Jennifer Tongson

Informational

(2:45 – 2:50 p.m.) – Pg. 151

VIII ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is tentatively scheduled 1:30 p.m. on Wednesday, December 28, 2005.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
September 28, 2005

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Mike Duncan	City of Fairfield
	J.D. Lynd	City Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Dana Cowell	Caltrans District 4
Cameron Oakes	Caltrans District 4
Daryl Halls	STA
Dan Christians	STA
Elizabeth Richards	STA/SNCI
Susan Furtado	STA
Anna McLaughlin	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masiolat	STA

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

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

MTC: None presented.

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

Sam Shelton distributed and provided information on the following:

1. Funding Opportunities
 - o Bay Area Air Quality Management District Vehicle Incentives Program (VIP)
 - o Bicycle Transportation Account (BTA)
2. Copy of Electronic Mail: MTC Consistency Review of Solano 2005 CMP
3. Pedestrian Advisory Committee (PC) Tour of Solano County

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

Other: None Presented.

V. CONSENT CALENDAR

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

Recommendations:

A. Minutes of the TAC Meeting of August 31, 2005

Recommendation:

Approve minutes of August 31, 2005.

- B. **STA Board Meeting Highlights of September 14, 2005**
Informational
- C. **STA FY 2005-06 Meeting Calendar**
Informational
- D. **Funding Opportunities Summary**
Informational
- E. **Solano Paratransit Vehicle Lease Agreement**
Recommendation:
Recommend that the STA Board authorize the Executive Director to execute *the attached a* Solano Paratransit Vehicle Lease Agreement *with Fairfield Suisun Transit.*
- F. **Solano Paratransit Assessment Study**
Recommendation:
Recommend the following to the STA Board:
 1. Authorize the Executive Director to release a Request for Proposals for the Solano Paratransit Assessment Study.
 2. Authorize the Executive Director to execute a contract with a consultant for the Solano Paratransit Assessment Study for an amount not to exceed \$35,000.
- G. **State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Request for Other Pending Corridor Studies**
Recommendation:
Forward a recommendation to the STA Board to adopt a resolution approving an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the SR 113 Corridor Study with a local match of in-kind or funding contribution.
- H. **Final 2005 Solano Congestion Management Program (CMP)**
Recommendation:
Recommend that the STA Board approve the Final 2005 Congestion Management Program and forward to MTC.

VI. ACTION ITEMS

- A. **Programming of the 2006 State Transportation Improvement Program (STIP)**
Jennifer Tongson reviewed the programming of \$13.725 M in new 2006 STIP funds and a CCJPB proposal to swap \$4.2M in Solano STIP funds for \$5.0M in Capitol Corridor's RM 2 funds for track improvement in the Capitol Corridor system located in Santa Clara County. She noted as a condition of this fund swap the STA would request the CCJPB commit to provide rail service for the Fairfield/Vacaville Rail Station in the year of its completion.

Paul Wiese requested staff inquire into the option of using STIP funds for the Jepson Parkway as a state-only match to the federal earmark for the Jepson Parkway project approach gates to Travis Air Force Base. Mike Duncan asked questions and expressed concerns regarding the benefits of the fund swap. Based on further discussion, the STA TAC agreed to recommend to the STA Board approval of the updated Draft 2006 STIP proposed by staff.

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

Recommendation:

Approve the following:

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

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

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

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

Recommendation:

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

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

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

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

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

Recommendation:

Approve the following:

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

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

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

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

Recommendation:

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

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

E. Countywide TLC Planning Grants for FY 2005-06

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

Recommendation:

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

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

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

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

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

Based on input, the STA TAC requested modifications to the language on No. 1 and No. XI.1 (Safety) to the Draft 2006 Legislative Platform and Priorities.

Recommendation:

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

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

G. Solano County Bicycle and Pedestrian Program Funds

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

Recommendation:

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

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

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

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

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

Recommendation:

Approve the following:

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

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

VII. INFORMATION ITEMS

A. Project Study Report (PSR) Overview

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

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

By consensus, the STA TAC unanimously approved the recommendation.

B. Alternative Modes Fund Strategy

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

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

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

D. Intercity Transit Funding Agreement

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

VIII. ADJOURNMENT

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



Solano Transportation Authority
BOARD HIGHLIGHTS
October 12, 2005
6:00 p.m.

TO: City Council Members and Members of the Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Acting Clerk of the Board
RE: Summary Actions of the October 12, 2005 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority (STA) at the Board meeting of October 12, 2005. If you have any questions regarding specific items, please give me a call at 424-6075.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

None.

ACTION ITEMS - NON FINANCIAL

A. Solano County Priorities for 2006 SHOPP

Recommendation:

Approve the following:

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

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

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

Recommendation:

Authorize the STA Executive Director to distribute the STA’s Draft 2006 Legislative Priorities and Platform for a 30-day review and comment period.

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

ACTION ITEMS - FINANCIAL

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

Recommendation:

Approve the following:

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

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

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

Recommendation:

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

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

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

Recommendation:

Approve the following:

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

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

D. Countywide TLC Planning Grants for FY 2005-06

Recommendation:

Approve the following:

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

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

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

Recommendation:

Approve the following:

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

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

CONSENT CALENDAR ITEMS

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

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

A. STA Board Minutes of September 14, 2005

Recommendation:

Approve minutes of September 14, 2005.

B. Review Draft TAC Minutes of September 28, 2005

Recommendation:

Receive and file.

C. STA FY 2005-06 Meeting Schedule Update

Recommendation:

Receive and file.

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

Recommendation:

Approve the following:

1. The distribution of \$3.42M in Third Cycle Local Streets and Roads funds, pending the MTC's adoption of the \$66M programming amounts for LS&Rs on November 16, 2005 as specified in Attachment A; and
2. Initiate a Call for Projects for Third Cycle Local Streets and Roads projects.

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

Recommendation:

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

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

F. Solano Paratransit Vehicle Lease Agreement

Recommendation:

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

G. Solano Paratransit Assessment Study

Recommendation:

Approve the following:

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

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

Recommendation:

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

I. Solano County Bicycle and Pedestrian Program Funds

Recommendation:

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

J. Final 2005 Solano Congestion Management Program (CMP)

Recommendation:

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

K. Solano Transit Consolidation Study Request for Proposal

Recommendation:

Approve the following:

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

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

Recommendation:

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

M. I-80/I-680 Interchange and North Connector Project Implementation

Recommendation:

Approve the following:

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

UPDATE FROM STAFF

A. Caltrans Report

Dana Cowell, Caltrans District 4 Deputy District Director,

B. MTC Report

Member Sperring

C. STA Report

1. Proclamation of Appreciation for Board Member Karin MacMillan

Chair Courville presented the proclamation to Karin MacMillan.

2. State Legislative Report

Tony Rice and Joshua Shaw, Shaw/Yoder, Inc., provided a State Legislative report.

3. Nominations for 8th Annual STA Awards

Jayne Bauer provided an overview of the nominees for the 8th STA Annual Awards to be held on Wednesday, November 9, 2005.

INFORMATIONAL ITEMS: Information was provided for the following items:

A. Project Study Report Overview

B. Intercity Transit Funding Agreement

(No Discussion Necessary)

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

D. Alternative Modes Fund Strategy

E. STA Board Committees

F. Funding Opportunities Summary

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



DATE: November 10, 2005
TO: STA TAC
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: STA FY 2005-06 Meeting Calendar

Background:

Attached is the updated STA meeting calendar for FY 2005-06 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. STA FY 2005-06 Meeting Calendar



**STA BOARD
FY 2005-06 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Pending
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Pending
2006				
January 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
January 19	TBD	BAC/PAC SBPP Application Workshop	STA Conference Room	Tentative
January 20	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
January 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 15 or 16	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 22 or 23	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
March 2 or 9	6:30 p.m.	Joint BAC/PAC	STA Conference Room	Tentative
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 17	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed

Updated: 11/17/2005
jm



DATE: November 21, 2005
 TO: STA TAC
 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>
Bicycle Transportation Account (BTA) Grant	Michael Lim, Caltrans (510) 286-5232	Due December 1, 2005
Bay Area Air Quality Management District (BAAQMD) - Carl Moyer Program	David Burch, BAAQMD (415) 749-4641	Due December 22, 2005
Office of Traffic Safety (OTS) Grant	Michele Meadows, OTS (916) 262-0864	January 31, 2005
Solano Bicycle and Pedestrian Program (SBPP) – Call for Projects	Robert Guerrero, STA (707) 424-6014	Call for Projects December 14, 2005, Tentatively due January 17, 2006
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	Call for Projects in January 2006, Due in March 2006
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	Call for Projects in January Due date TBD



FUNDING OPPORTUNITY:

Bicycle Transportation Account (BTA)

Due by December 1, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Bicycle Transportation Account (BTA) grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local agencies with an adopted Bicycle Transportation Plan are eligible.

Program Description: BTA helps cities and counties fund projects that improve safety and convenience for bicycle commuters.

Funding Available: 2005/06 cycle will provide \$7.2 million with a maximum grant of \$1.8 million. There is a minimum local match of 10% that must come from sources other than the BTA.

Eligible Projects: 2004/05 BTA funded projects:
Suisun City – Central County Bikeway Gap Closure,
\$593,000.

Other funded projects range from Class I, II, & III bikeways and bicycle facilities.

Further Details: <http://www.dot.ca.gov/hq/localprograms>

Program Contact Person: Michael Lim, Caltrans, (510) 286-5232

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



FUNDING OPPORTUNITY:

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

Due by December 22, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the BAAQMD's Carl Moyer Program grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Office of Traffic Safety (OTS) Grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: State governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: OTS offers traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions.

Funding Available: \$70 million in OTS funds is commonly available each fiscal year.

Example Projects: Solano County 2005 Traffic Safety Grant Awards

- Fairfield, "Safe Passage", Lidar speed signs on Air Base \$61,500
- Fairfield Police Department, \$342,648
- Suisun City Police Department, \$90,000
- Vallejo Police Department, \$125,000

Further Details: <http://www.ots.ca.gov>

Program Contact Person: Michele Meadows, (916) 262-0864, mmeadows@ots.ca.gov

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



FUNDING OPPORTUNITY:

Solano Bicycle and Pedestrian Program (SBPP)

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

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Bicycle and Pedestrian Program (SBPP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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



FUNDING OPPORTUNITY:

2005-06 YSAQMD Clean Air Funds (CAF) Program

Call for Projects, January 2006
Due March 2006

TO: STA TAC
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 TAC
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



DATE: November 16, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects

Background:

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

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

Discussion:

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

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

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

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

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

The remaining amount of Third Cycle STP funds for LS&R comes to \$1.42M.

Using the “hybrid” formula, Attachment A shows a draft distribution of the Third Cycle funds for LS&R for a total of \$3.42M, pending MTC Commission’s adoption of the \$66M programming amount for LS&Rs in November. The County of Solano is guaranteed a minimum of \$1,056,000 in LS&R funds as required by *California Streets and Highways Code Section 182.6(d)(2)*, which requires a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. Taking the County of Solano requirements into account, this leaves a total of \$364,000 in additional Third Cycle funds for the seven remaining cities, which was distributed based on the “hybrid” formula – 50% MTS and 50% LS&R formula.

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

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

The deadline for information for new and existing projects was due to STA on Friday, November 18, 2005 (after MTC adoption of the Fund Program):

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

A list of the nominated projects will be distributed at the meeting.

Recommendation:

Forward a recommendation to the STA Board to forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.

Attachment:

- A. STA's Local Streets and Roads Distribution, Solano County

as of 11/17/2005

UPDATED DRAFT (v.2) LOCAL STREETS AND ROADS DISTRIBUTION
SAFETEA CYCLE 3

SOLANO	% Share of T2030 Shortfall	% Share of New Formula	% Hybrid Share	Hybrid \$ Share (\$57M)	Hybrid \$ Share (\$65.2M)	Percent minus Solano Co.	(\$2 million)	(Solano County FAS)	Remainder	STIP-STP Swap	Total	Rounding	Proposed Total
Solano County	0.78%	1.98%	1.38%	\$ 787,698	\$ 901,016	0.00%	\$ -	\$ 662,954	\$ -	\$ 393,000	\$ 1,055,954	46	\$ 1,056,000
Benicia	0.13%	0.38%	0.25%	\$ 145,170	\$ 152,440	6.05%	\$ -	\$ -	\$ 45,814	\$ 154,000	\$ 199,814	186	\$ 200,000
Dixon	0.01%	0.28%	0.15%	\$ 83,767	\$ 82,204	3.26%	\$ -	\$ -	\$ 24,705	\$ 105,000	\$ 129,705	295	\$ 130,000
Fairfield	0.33%	1.46%	0.90%	\$ 510,157	\$ 569,934	22.63%	\$ -	\$ -	\$ 171,286	\$ 364,000	\$ 535,286	-286	\$ 535,000
Rio Vista	0.00%	0.07%	0.04%	\$ 21,058	\$ 10,473	0.42%	\$ -	\$ -	\$ 3,148	\$ 74,000	\$ 77,148	-148	\$ 77,000
Suisun City	0.33%	0.35%	0.34%	\$ 193,992	\$ 208,286	8.27%	\$ -	\$ -	\$ 62,597	\$ 140,000	\$ 202,597	403	\$ 203,000
Vacaville	0.64%	1.23%	0.94%	\$ 535,001	\$ 598,352	23.75%	\$ -	\$ -	\$ 179,826	\$ 342,000	\$ 521,826	174	\$ 522,000
Vallejo	1.06%	1.74%	1.40%	\$ 796,348	\$ 897,296	35.62%	\$ -	\$ -	\$ 269,670	\$ 428,000	\$ 697,670	-670	\$ 697,000
TOTAL	3.29%	7.49%	5.39%	\$ 3,073,191	\$ 3,420,000	\$ 2,518,984	\$ 1,420,000	\$ 662,954	\$ 757,046	\$ 2,000,000	\$ 3,420,000	0	\$ 3,420,000
						100%							



DATE: November 15, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: Amendment to Programming of the 2006 State Transportation Improvement Program (STIP)

Background:

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

In October, the STA Board approved the distribution of \$13.787M in new STIP programming capacity for FY 2009-10 and FY 2010-11. The new STIP funds were distributed as follows:

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

Additionally, the STA Board approved an agreement between the STA and Capitol Corridor to swap \$4.2M of Solano County STIP funds for approximately \$5M in RM2 funds. In return, Solano County would receive approximately \$5M in RM2 funds as well as an agreement from Capitol Corridor to receive rail service for the Fairfield/Vacaville Rail Station on the year of its completion. STIP funds from the Fairfield/Vacaville Rail Station, the Benicia Intermodal, and the Bahia Viaduct were swapped for RM2 funds. The swap also resulted in freeing up \$543K in STIP, which was programmed to Dixon Intermodal Station project.

Discussion:

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

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

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

Recommendation:

Recommend to the STA Board to approve the programming of an additional \$1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's \$14.951M in new 2006 STIP funds as listed on Attachment A.

Attachments:

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

PROPOSED DISTRIBUTION OF \$14.951 IN
NEW 2006 STIP PROGRAMMING CAPACITY

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

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

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

As of 11/16/2005

Agency	Rte	PPNO	Project	Total	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	RW	CON	E&P	PS&E	Notes	
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)	26		26						26			Alloc. 06-07	
Vallejo	ferry	2260	Vallejo Ferry Terminal, Parking	1200	1200									1200	Alloc. April 2006	
Vallejo	ferry	2261	Baylink Ferry Maint. Facility	425	425									425	Alloc. Jan 2006	
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	125	125									125	Alloc. Jan 2006	
Benicia	rail	6045M	Intermodal transit station, Benicia	225	225									225	Lapse to 2008 STIP	
MTC		2152	PPM	29	29									29		
MTC/STA	res	5152A	TE Reserve	38	38									38	Alloc rec'd. June 2005	
MTC			Prior Commitments (Not Part of 2006 STIP Target)	1629	1629									1629	Must alloc. by Apr 2006	
				3671	3671									2147	1325	
Dixon			Dixon Intermodal Facility	543		543									543	new project from RM2 swap remainder
CapCor/JPA			Capitol Corridor Improvements	4200		4200									4200	RM2 STIP Swap with CapCor.
Vacaville			I-80/505 Weave Correction	1000					1000							new project from 2006 STIP capacity
Caltrans	37	5201D	Napa River-Sonoma Bl. planting	441		441										CT confirmed; will allocate in 06-07
Vallejo	ferry	2260	Vallejo ferry terminal, parking	11528			6528		5000							[\$6100+\$528(Via Is&J)] + \$5M new STIP
STA	loc	5301	Jepson Parkway (I-80 reliever)	16161			12438		3723							combined Jepson (general pol)+CMAQ Match
STA	loc	5301	Jepson Parkway (I-80 reliever)	661			661									Is&R: VV(342)+DX(105)+RV(74)+SC(140)
STA	loc	5301	Jepson: Vanden Rd widen (Sol. Co)	8293		2400	5893									\$2400+\$5500+\$393(SolCo Is&R)
STA	loc	5301	Jepson: Walters Rd. ext (Fairfield)	3300			3300									confirmed by FF
STA	loc	5301K	I-80/680 Interchange	16412			11412		5000							move to 07-08 + new STIP
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	0		2489										(RM2 SWAP) \$2185-\$64(FF Is&J)
CapCor/JPA	rail	6045L	Bahia Viaduct, Track & Bridge Upgrade	0		4000										(RM2 SWAP) \$1100-\$154(Bah Is&J)
Benicia	rail	6045M	Intermodal transit station, Benicia	0												(RM2 SWAP) \$1100-\$154(Bah Is&J)
MTC		21522	PPM	153		29	29	32	31							Awaiting exact PPM figures from MTC
MTC/STA		2263	PPM	271		39	39	64	65							Awaiting exact PPM figures from MTC
			Total Non-TE Subject to Reprogramming in 2006 STIP	62963	62963	5252	13880	28916	96	14819		2400	60020	0	543	
											62963					
MTC	res	5152A	TE Reserve	2736		346	603	626	571	590						
			Total TE Subject to Reprogramming in 2006 STIP	2736		346	603	626	571	590						
			TOTAL STIP + TE	65699	65699	5598	14483	29542	667	15409						
			2004 STIP Non-TE						48012							
			New Capacity 2006 STIP Non-TE						14951							
			2006 STIP Target Non-TE						62963							
			1. Proposed \$4.2M in STIP-RM2 Swap for Capitol Corridor from FF/VV Rail Station, Bahia Improvements, Benicia Intermodal = \$4.743M. Remainder (\$543k for Dixon Intermodal)													
			BLACK 2004 STIP													248
			RED 2006 STIP Capacity													216
			ORANGI/STIP-RM2 Swap with CC/JPA													



DATE: November 16, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Proposed No Call/No Show Policy on Solano Paratransit

Background:

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

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

Discussion:

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

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

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

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

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

Missed trips cause system inefficiencies and reduce capacity of the system resulting in more expensive trip costs per hour and fewer passengers carried. Approving the proposed No Call/No Show policy will improve Solano Paratransit cost-effectiveness and increase service to paratransit clients.

Recommendation:

Recommend the STA Board approve a No Call/No Show Policy for Solano Paratransit.

Attachments:

- A. Proposed No Call/No Show Policy
- B. No Call/No Show Door Hanger

No Call/No Show Policy***November 2005*****POLICY**

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

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

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

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

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

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



**SOLANO PARATRANSIT
&
DART**

I came by to pick you up at

Time _____ Date _____

**You were not available.
Please be advised:**

This is considered a

“No Call / No Show”

**Three missed trips without calling
to cancel may affect your ability to
make reservations.**

**When you are not able to keep a
reservation, please call
707-429-2400.**

Signed _____



DATE: November 15, 2005
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Final Draft 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 assume 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.

The STA Board identified the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. 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 includes 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 has been established to provide oversight on the study. The Steering Committee includes 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). The study is expected to be completed by December 2005.

An Existing Conditions Report was completed in March 2005. The consultants have also 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.

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:

The revised report entitled “State Route 12 Corridor Study, Existing Conditions and Service Plan November 2005” has been prepared as a follow-up to the previous two reports. The current report includes the following additional and/or updated information:

- Updated 2030 peak hour traffic projections for SR 12 based on the new Solano Napa Travel Demand Model
- 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
- Refined capital and operating costs and farebox recovery ratio for each phase

On October 11th input was received at the Board of Supervisors and on October 31st input on the Final Draft plan was received at the SR 12 Steering Committee meeting. The primary comments that came out of these meetings included the ridership, fares, cost effectiveness, timing and next steps for initiating the service. More information addressing each of the major comments have been incorporated into the Final Draft Plan. With any additional comments provided from the Consortium and TAC, it is expected that a presentation on the final draft report will be submitted to the STA Board on December 14, 2005 and NCTPA Board in December 2005 for their review and approval.

On October 31, 2005, the SR 12 Steering Committee forwarded their comments and unanimously recommended that STA Board approve the Final Draft SR 12 Transit Corridor Study.

Recommendation:

Forward to the STA Board with a recommendation for approval the Final Draft Plan for the SR 12 Transit Corridor Study.

Attachment:

- A. Final Draft Plan for the SR 12 Transit Corridor Study, November 2005
(to be sent via electronic mail prior to the TAC meeting).

**We will notify you prior to the TAC meeting
via electronic mail once the
Final Draft Plan for the SR 12 Transit Corridor Study
is available for your review.**

Additional hard copies will be provided at the meeting.

Thank you.



DATE: November 15, 2005
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: State Route 12 East Operational Prioritization Strategy

Background:

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

Discussion:

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

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

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

The SR 12 Steering Committee also requested additional analysis to identify safety improvements and enforcement that should be made on the corridor. STA staff concurs with Caltrans and the SR 12 Steering Committee that more detailed prioritization analysis needs to

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

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

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

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

Staff plans to reconvene the SR 12 Steering in early 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 corridor in conjunction with initiation of SR 12 Realignment and Rio Vista Bridge Study.

Recommendation:

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

Attachments:

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



July 20, 2005

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

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

Dear Mr. Fremier:

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

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

SAFETY IMPROVEMENTS

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

NEAR-TERM CAPACITY-RELATED IMPROVEMENTS

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

LONG-TERM CAPACITY-RELATED IMPROVEMENTS

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

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PRIORITIZATION OF SAFETY IMPROVEMENTS

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

TABLE 1: ACCIDENT RATES FOR SAFETY IMPROVEMENT PROJECTS

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

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. ANDREW FREMIER
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.

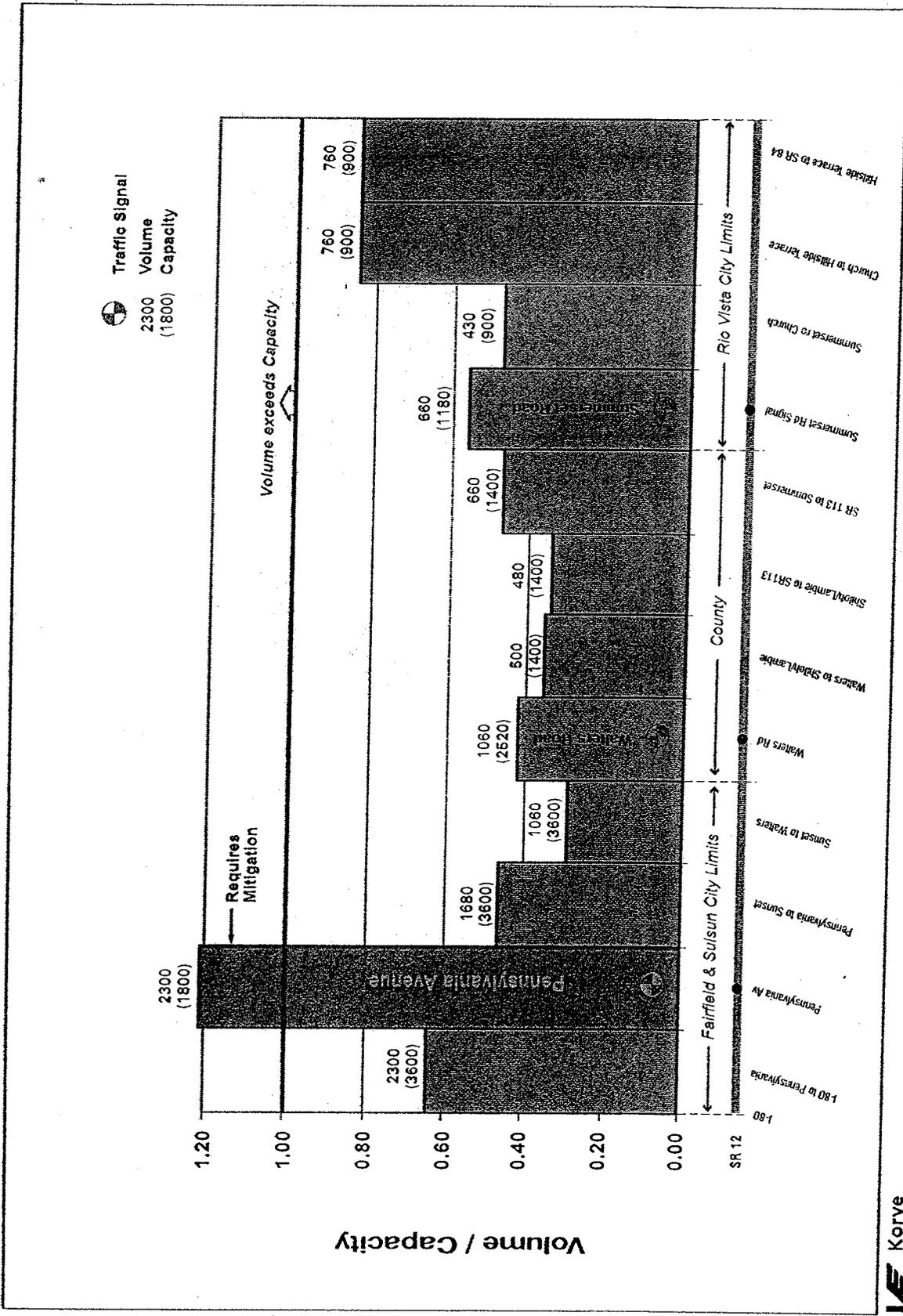
A handwritten signature in black ink, appearing to read 'Bill Burton', is written in a cursive style.

Bill Burton, PE
Senior Traffic Engineer

Attachment

Volume/Capacity Figures

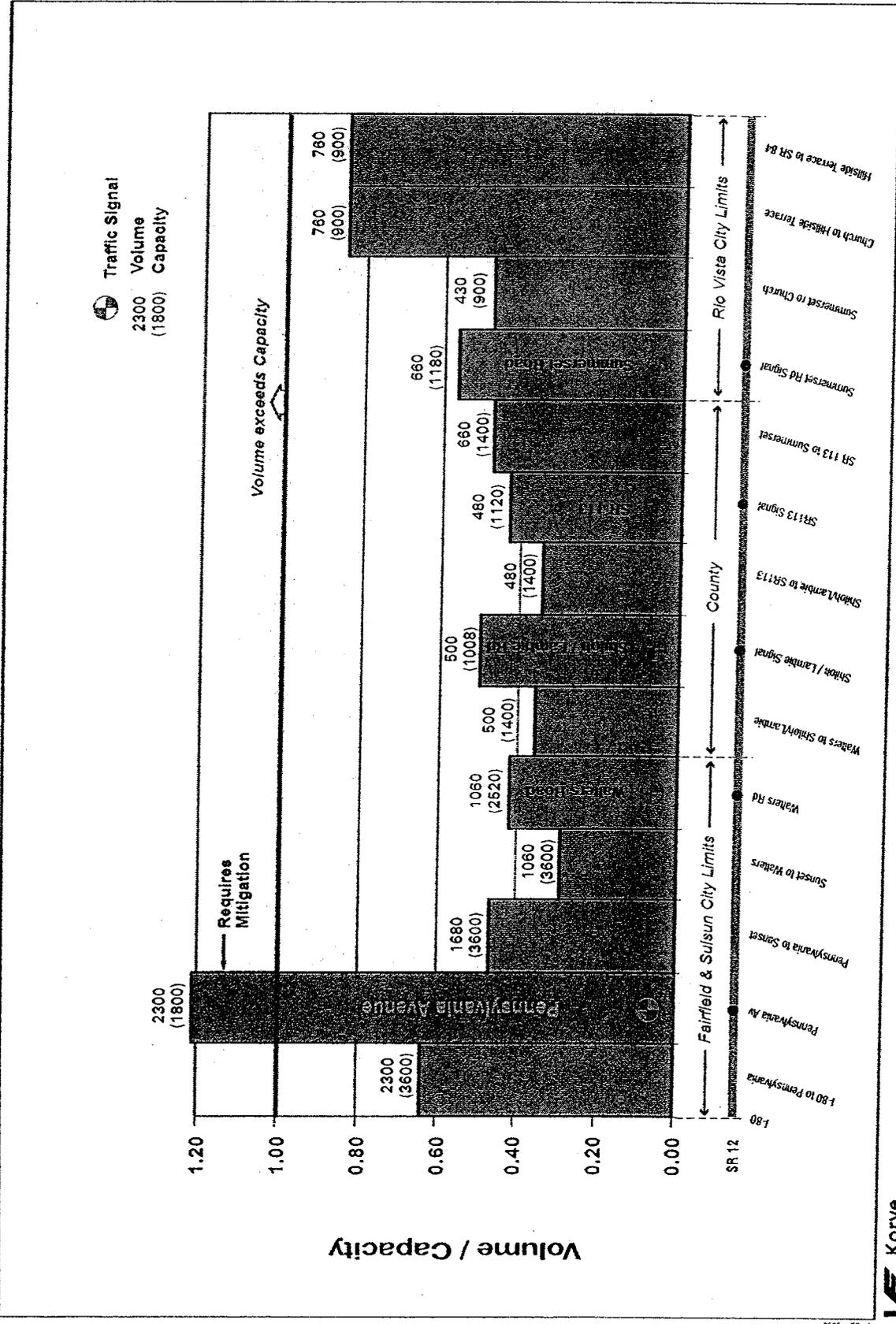
Traffic Signal Warrant Worksheets



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

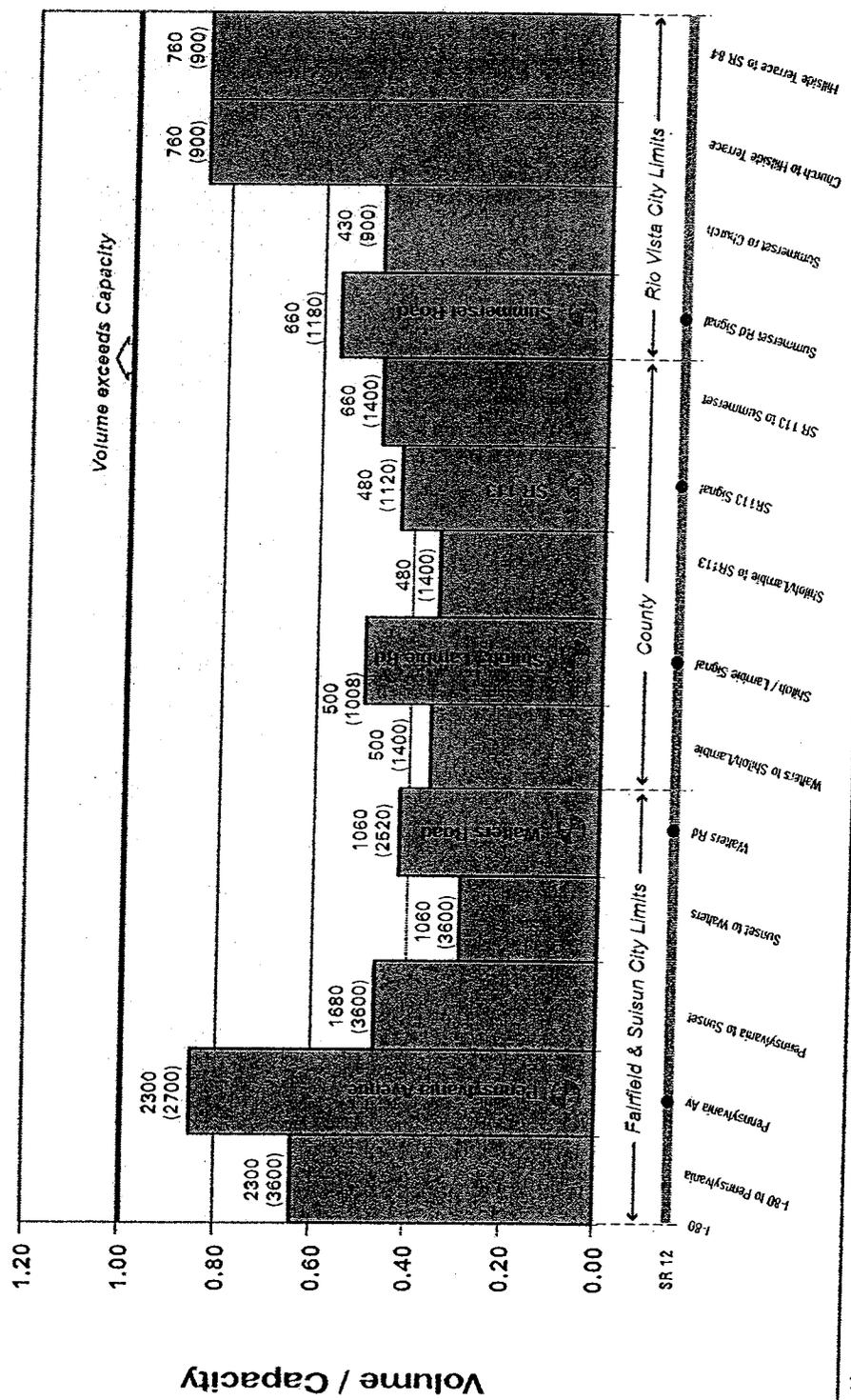


2005 No Projects rev.cdr



SR 12 PRIORITIZATION
Figure 2
EASTBOUND 2005 WITH TRAFFIC SIGNALS AT SHILOH/LAMBIE AND SR 113
 PM Peak Hour

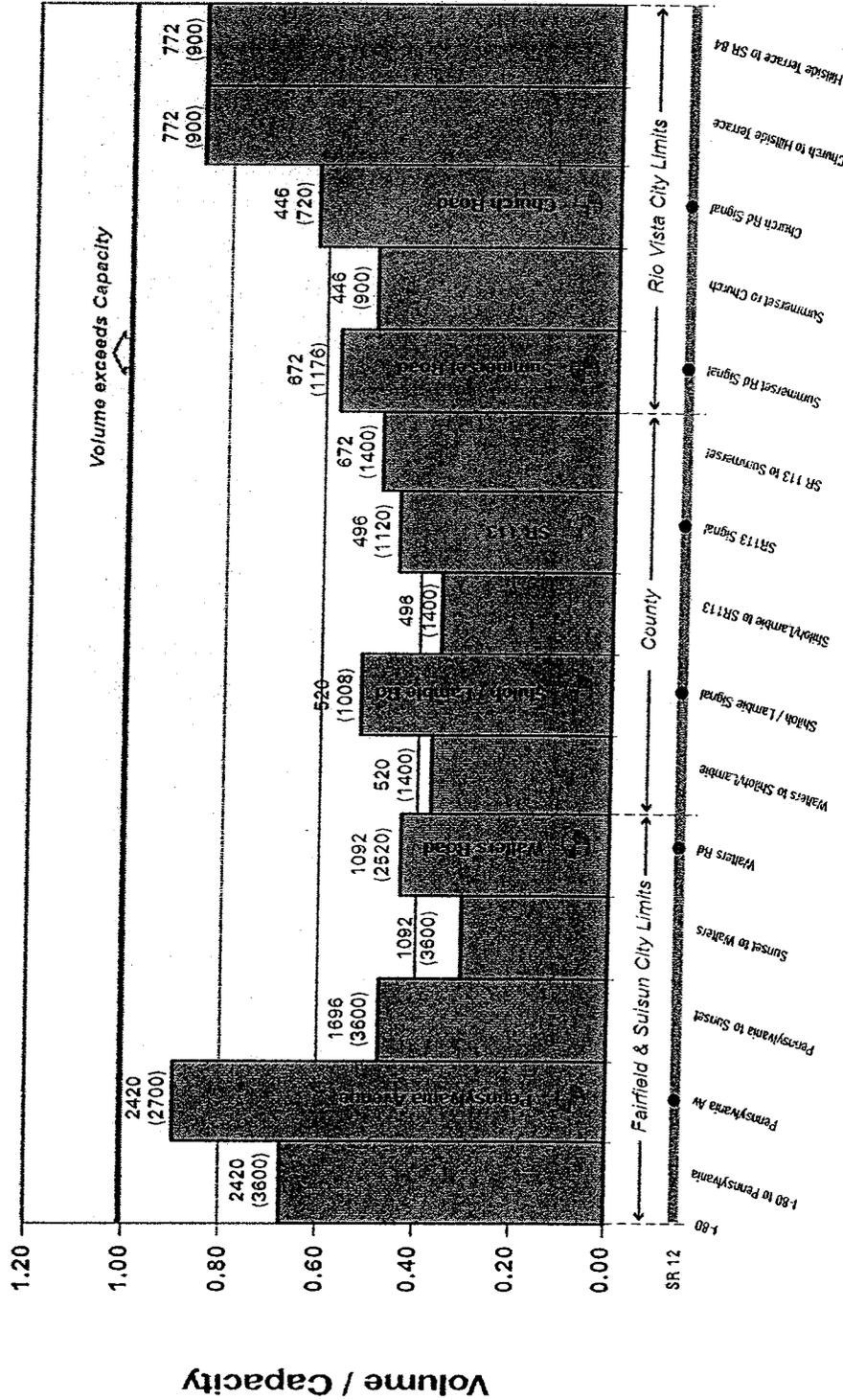
 Traffic Signal
 2300
 (1800) Capacity



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

2005 W Geometric Improvements.cdr

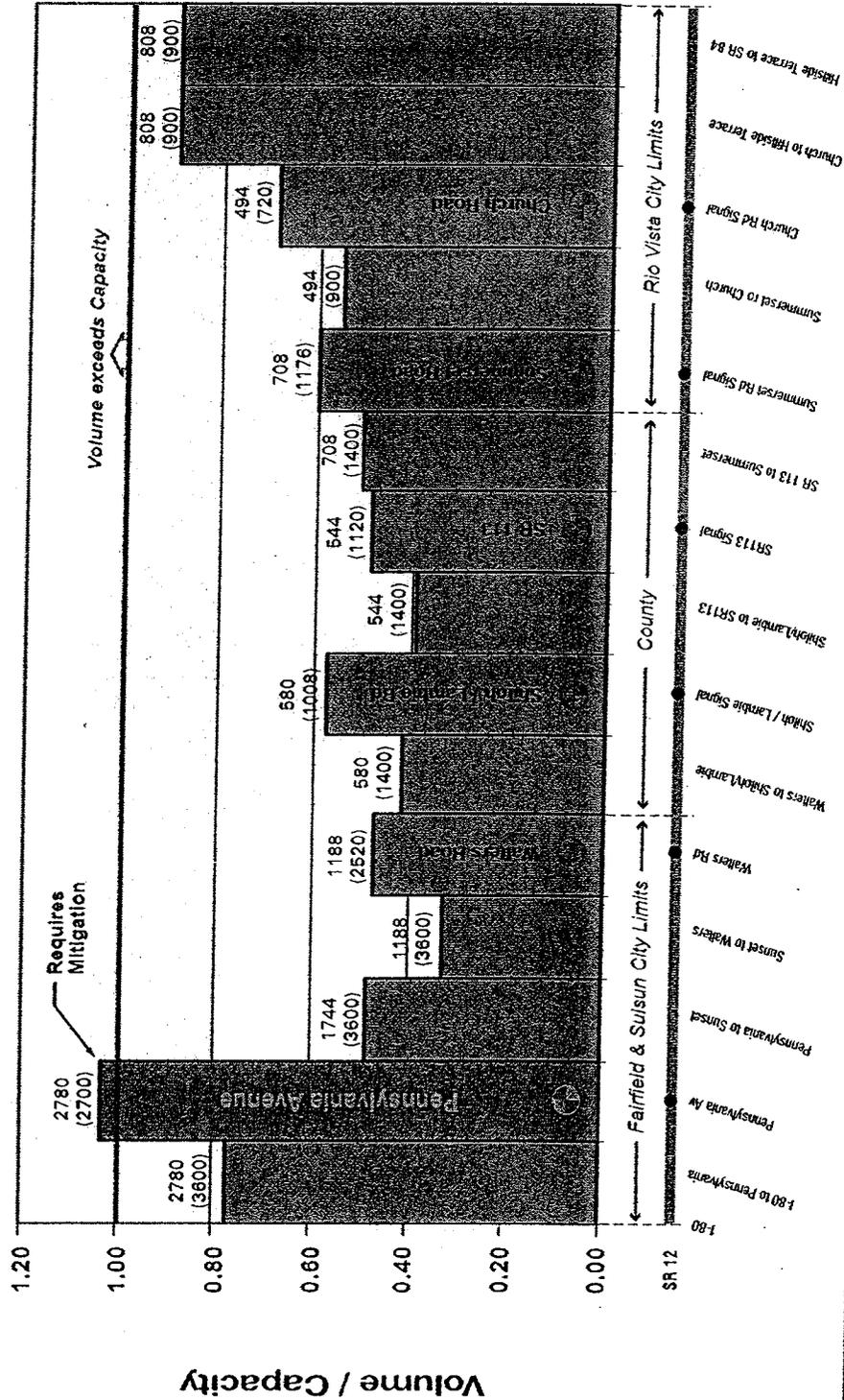
 Traffic Signal
 Volume
 Capacity



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

2006 w Church signal.cad

 Traffic Signal
 2300 Volume
 (1800) Capacity

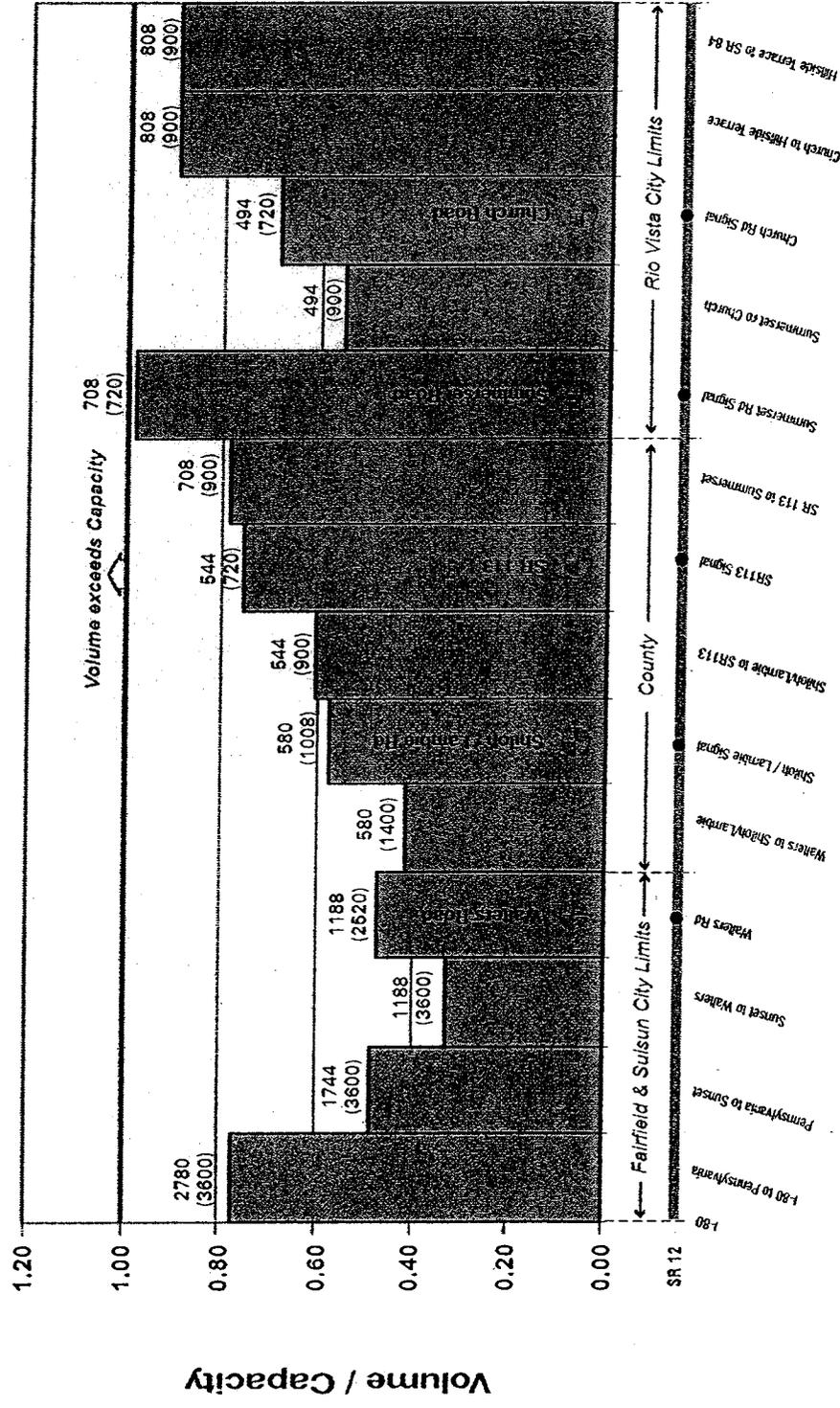


 Korve Engineering

SR 12 PRIORITIZATION

Figure 5
 EASTBOUND 2009 WITH SCHEDULED PROJECTS
 PM Peak Hour

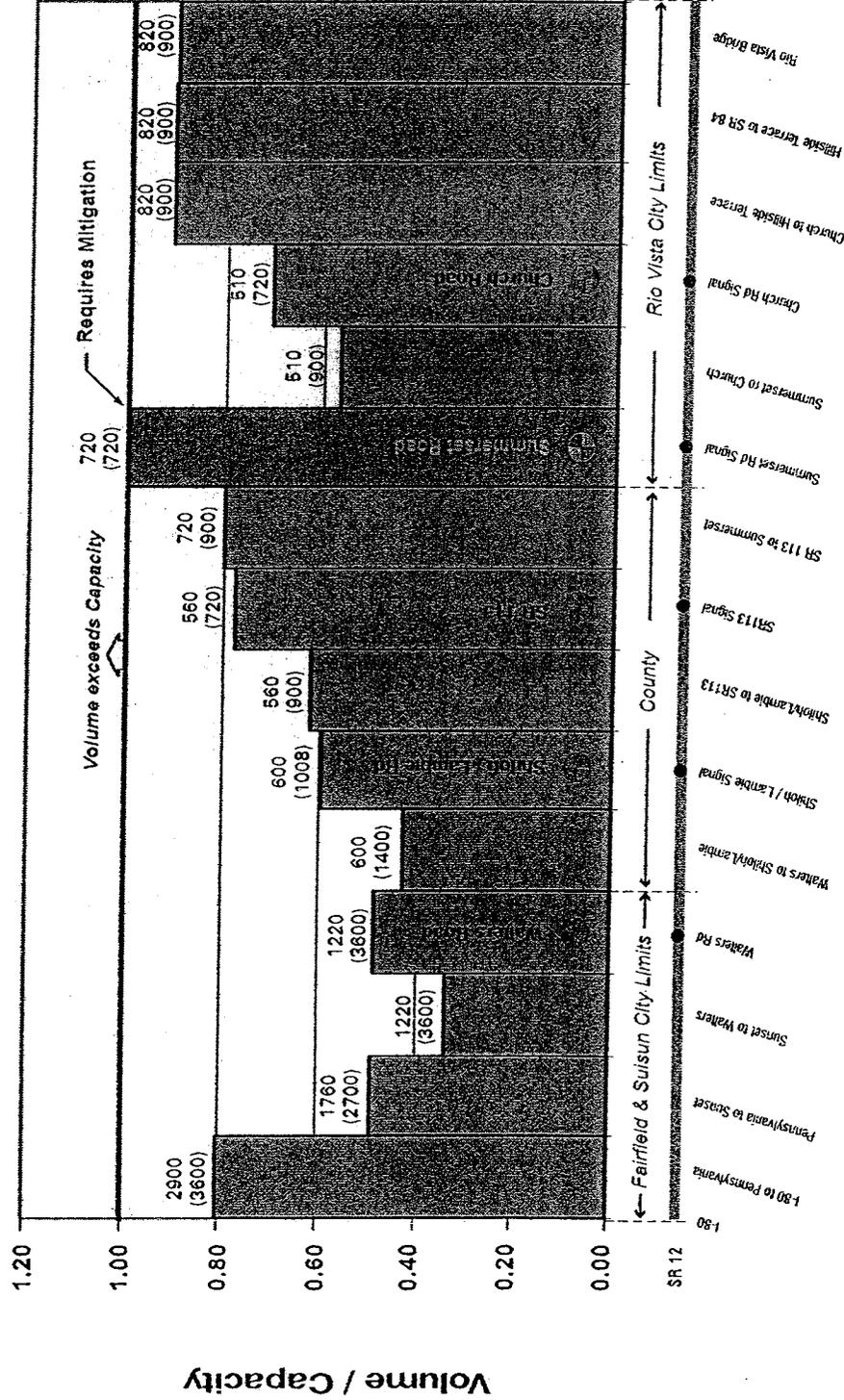
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
 Figure 6
EASTBOUND 2009 WITH PENNSYLVANIA GRADE SEPARATION
 PM Peak Hour



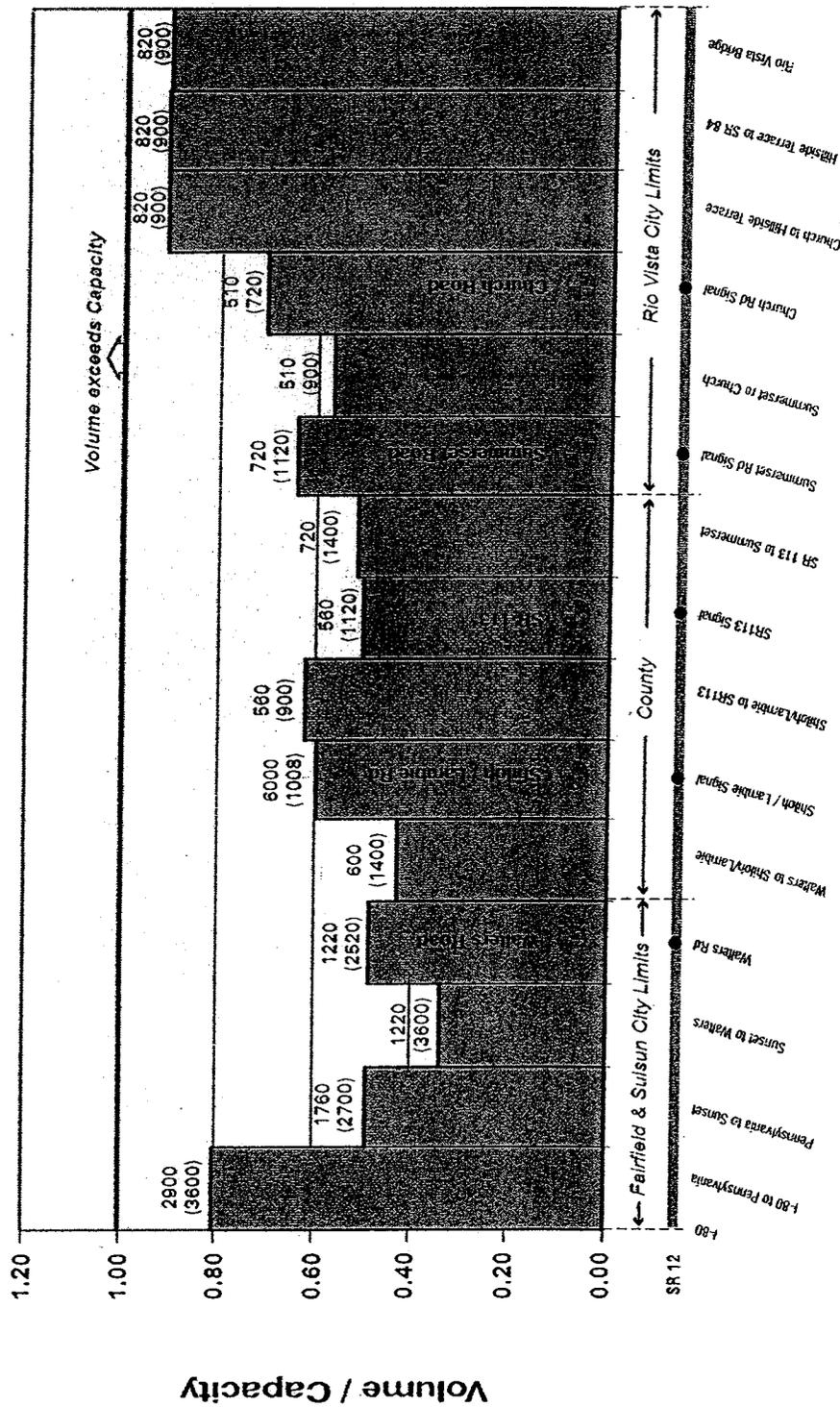
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure 7
EASTBOUND 2010 WITH SCHEDULED PROJECTS
PM Peak Hour



 Traffic Signal
 Volume
 Capacity

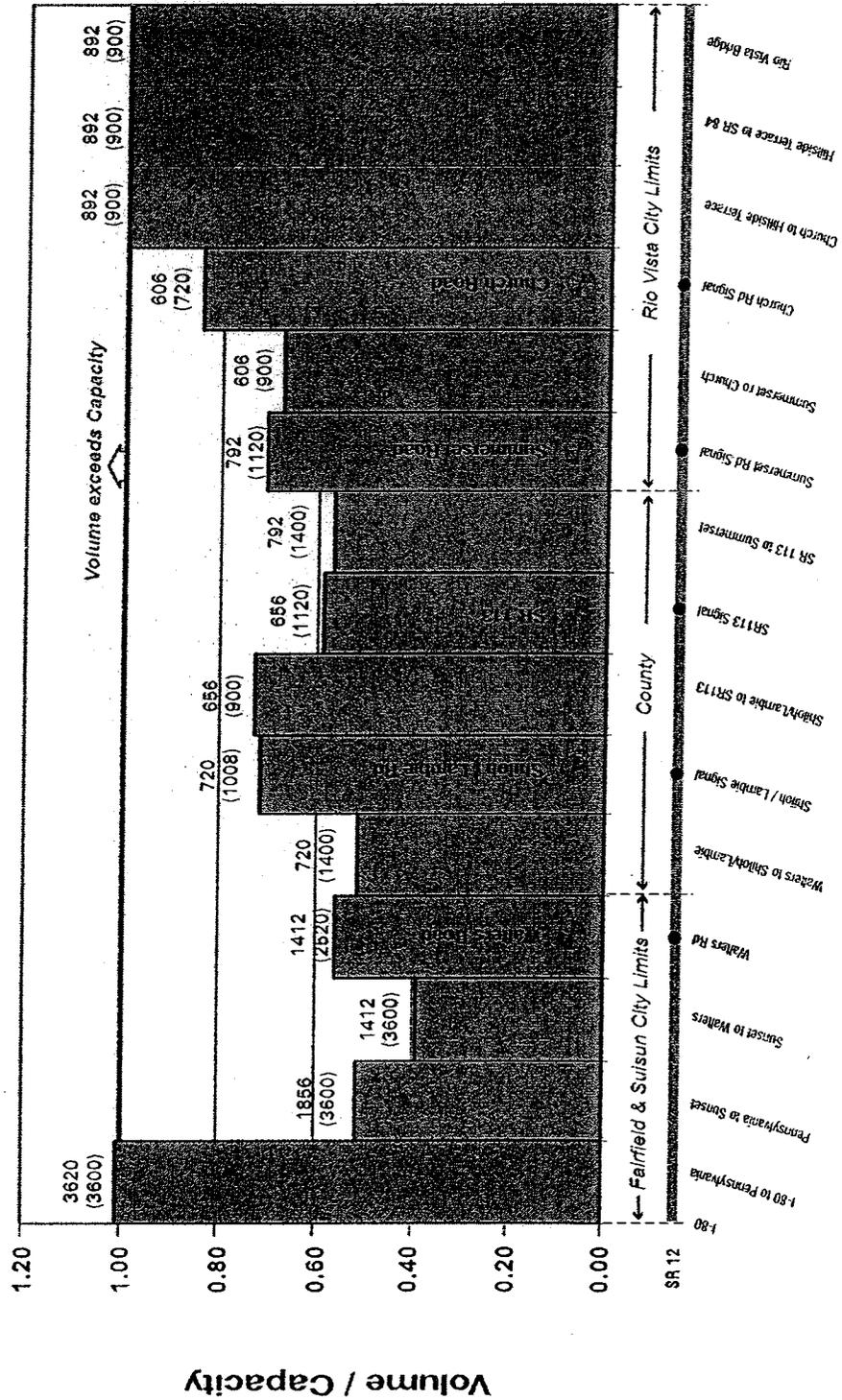


SR 12 PRIORITIZATION
Figure 8
EASTBOUND 2010 WITH MEDIAN AND SHOULDERS
PM Peak Hour



2010 w/Medlan.cd

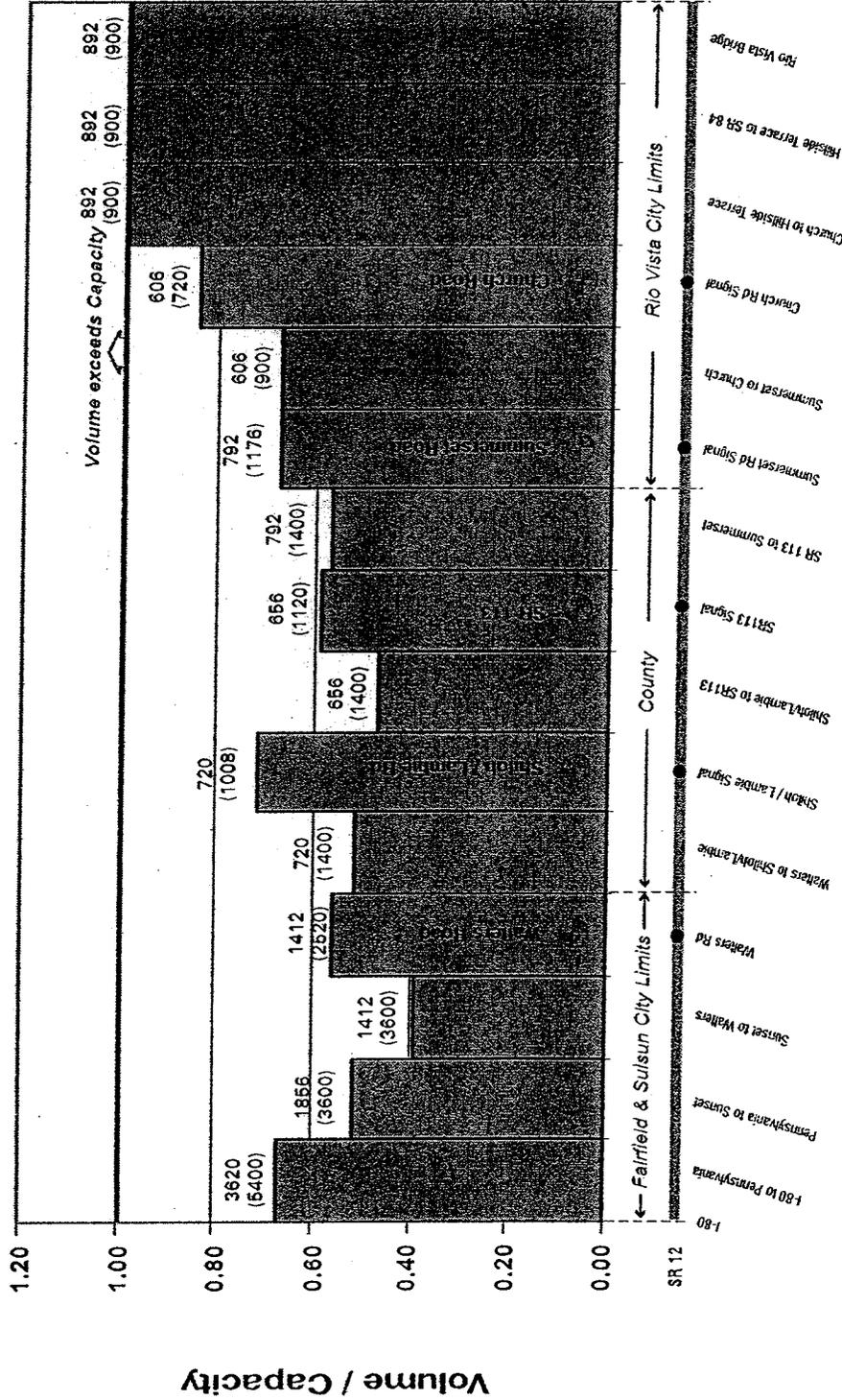
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure 9
EASTBOUND 2016 WITH SCHEDULED PROJECTS
 PM Peak Hour



 Traffic Signal
 2300 Volume
 (1800) Capacity

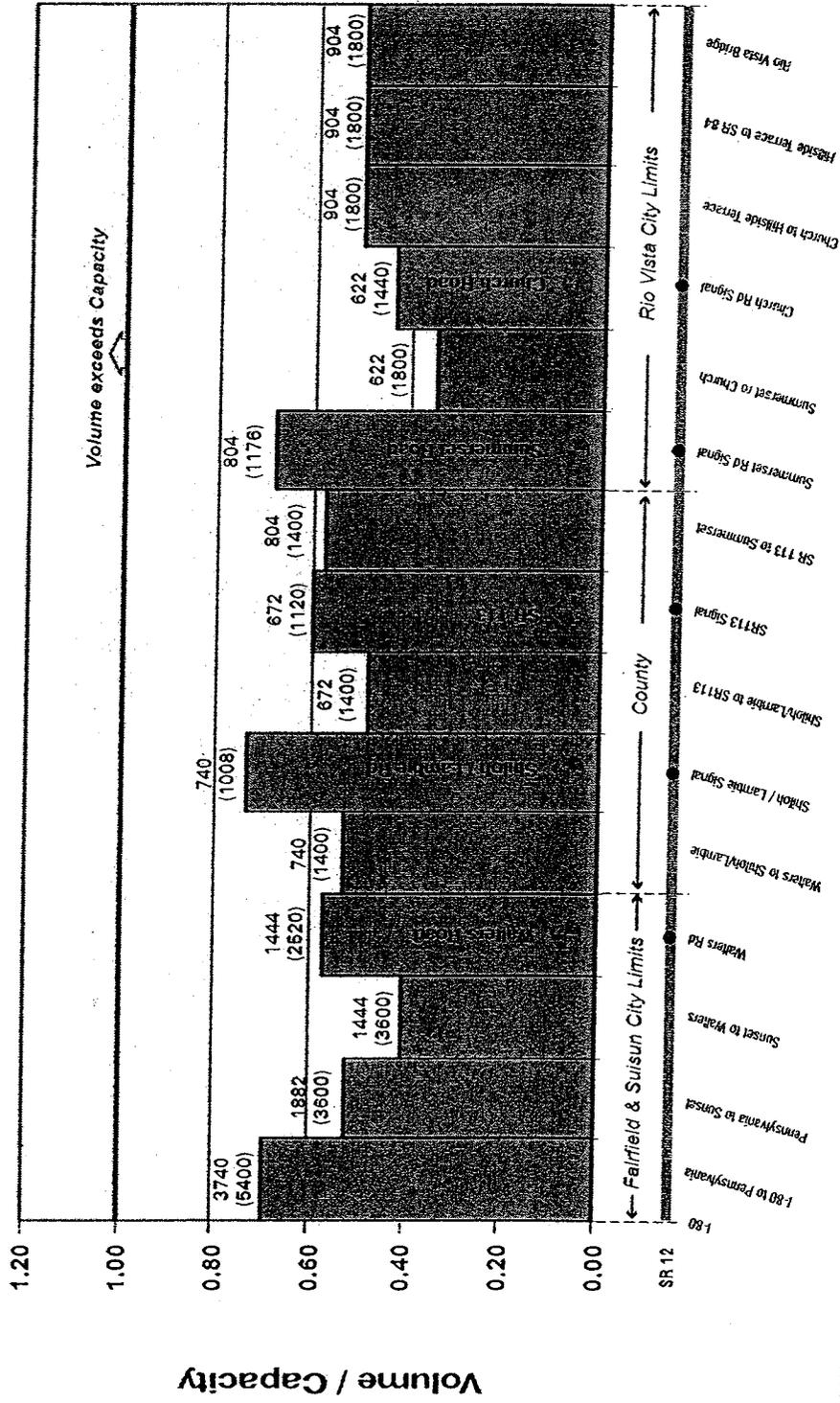


SR 12 PRIORITIZATION
EASTBOUND 2016 WITH WIDENING FROM I-80 TO WEBSTER/JACKSON
 Figure 10
 PM Peak Hour



2016 w 260mm.cdr

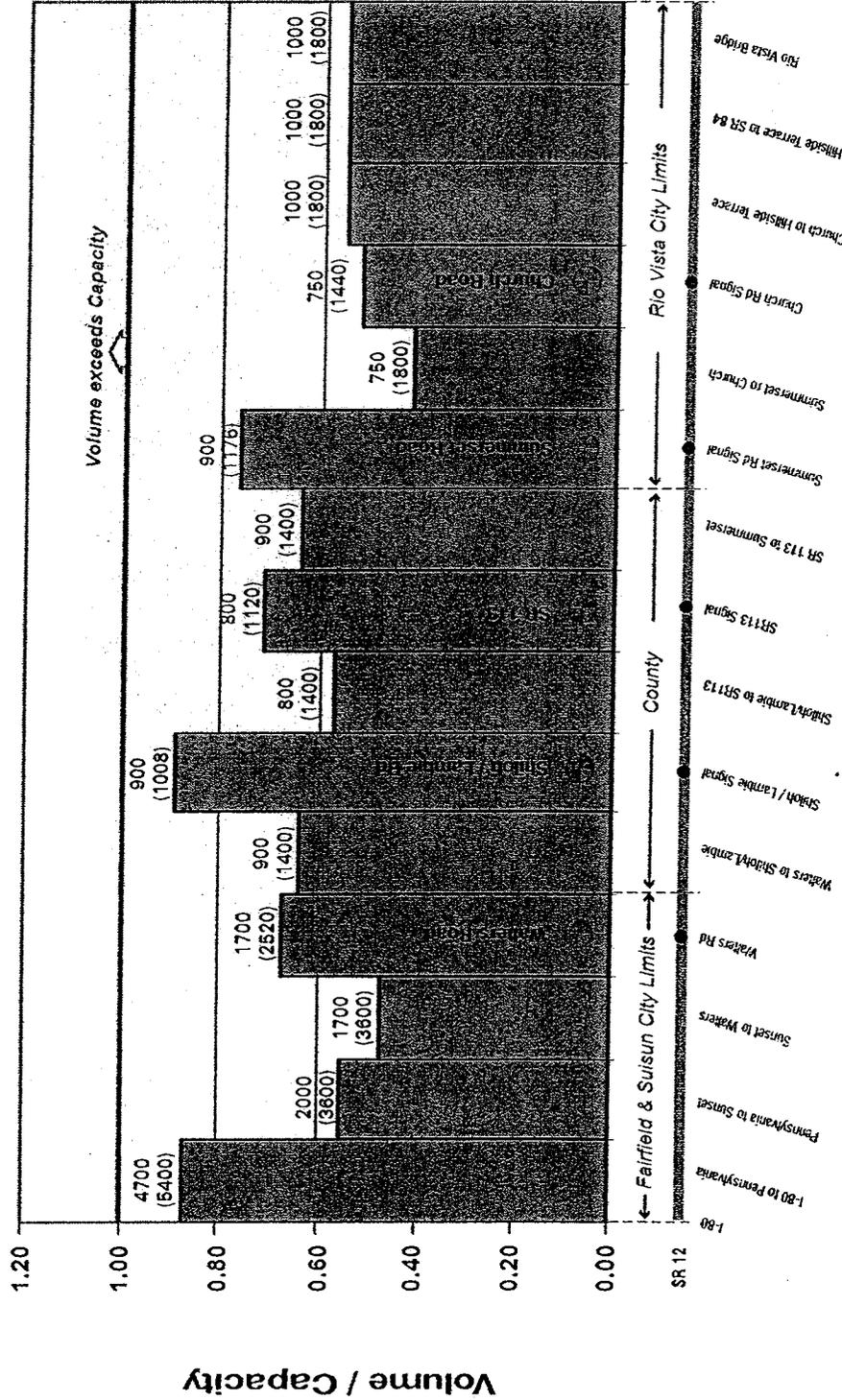
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure 11
2017 WITH WIDENING FROM SUMMERSSET ROAD TO SR 84 & RIO VISTA BRIDGE
PM Peak Hour

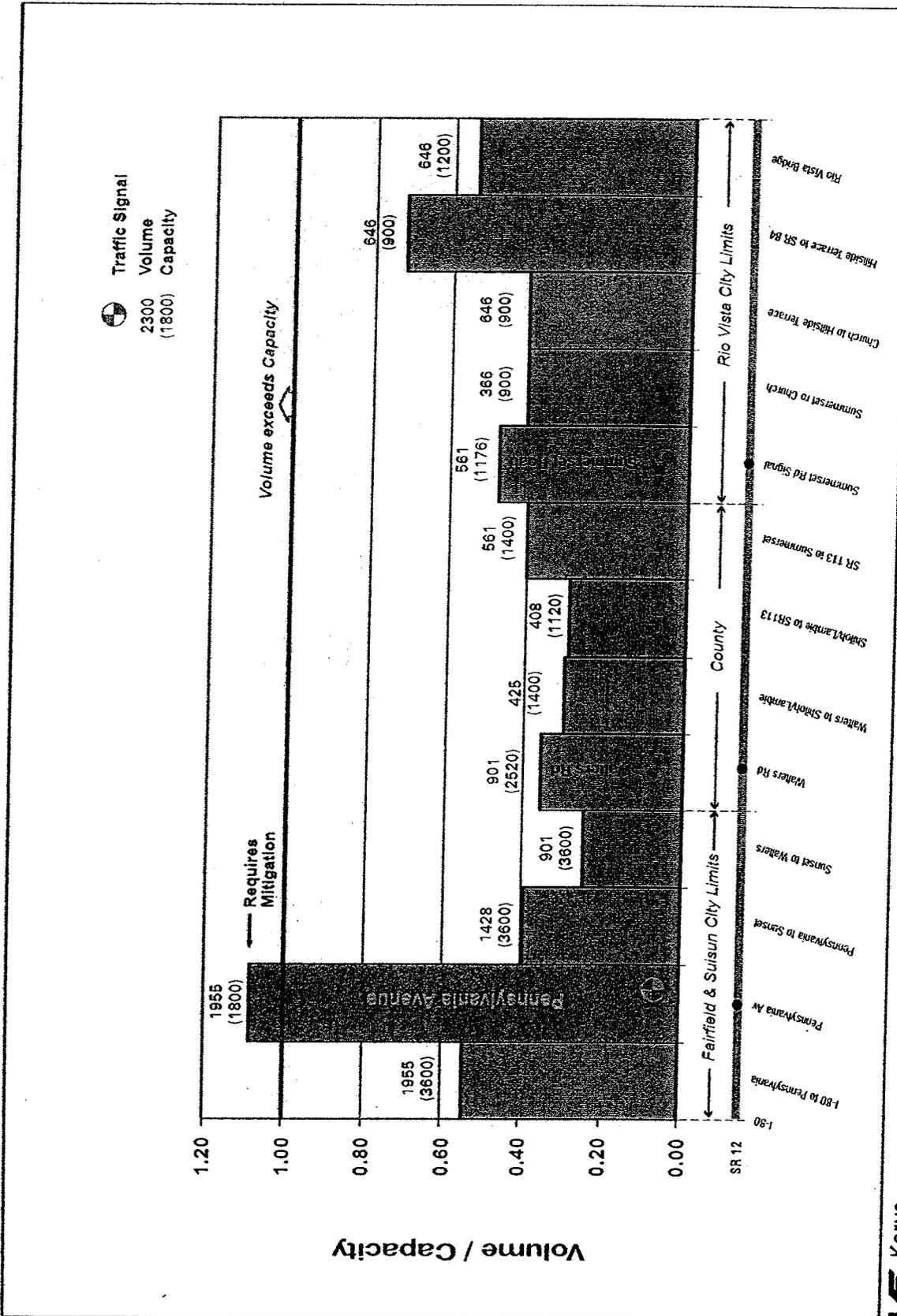


 Traffic Signal
 Volume
 Capacity



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



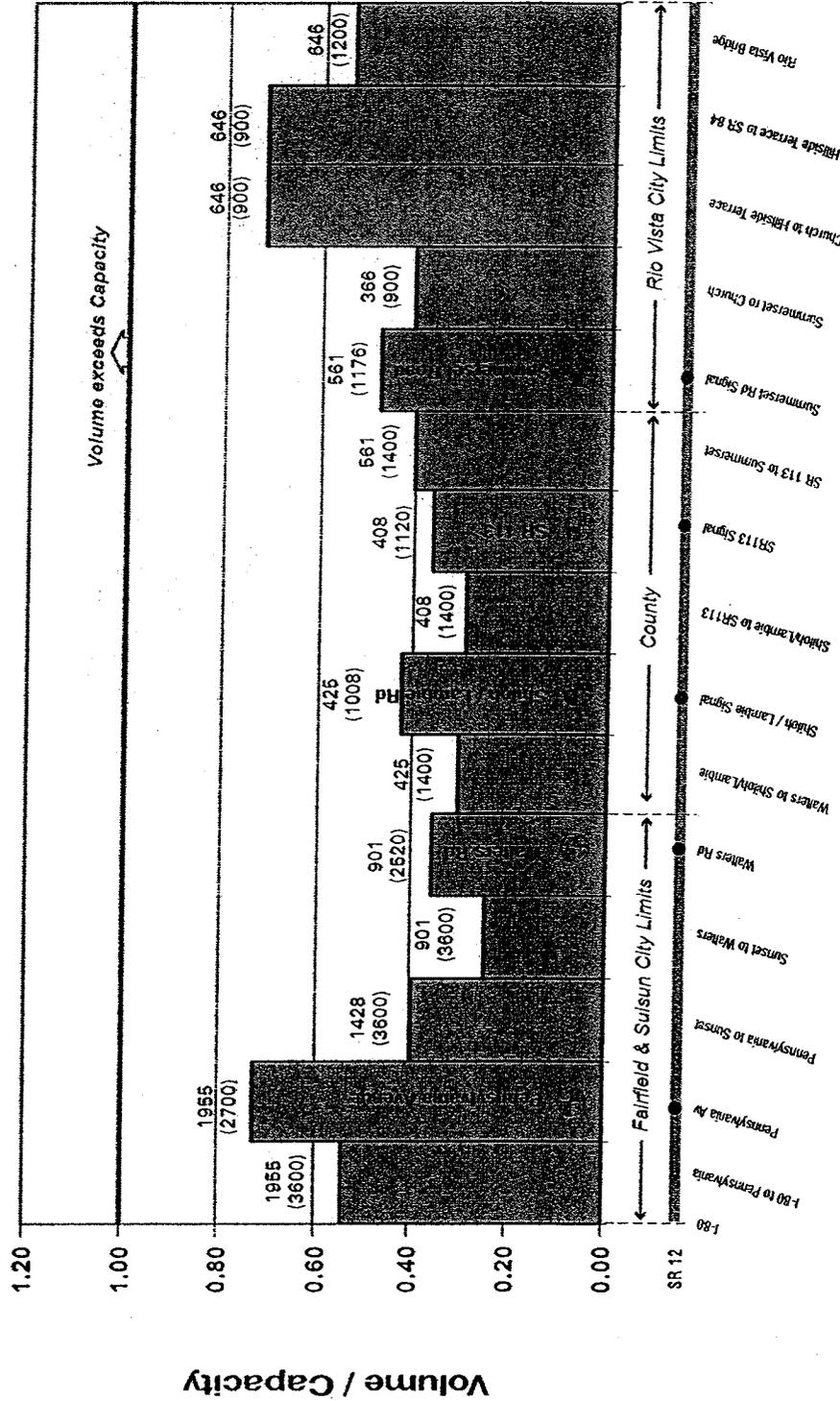


SR 12 PRIORITIZATION
 Figure 13
 WESTBOUND 2005 WITH NO PROJECTS
 AM Peak Hour



2005 No Projects WB.cdw

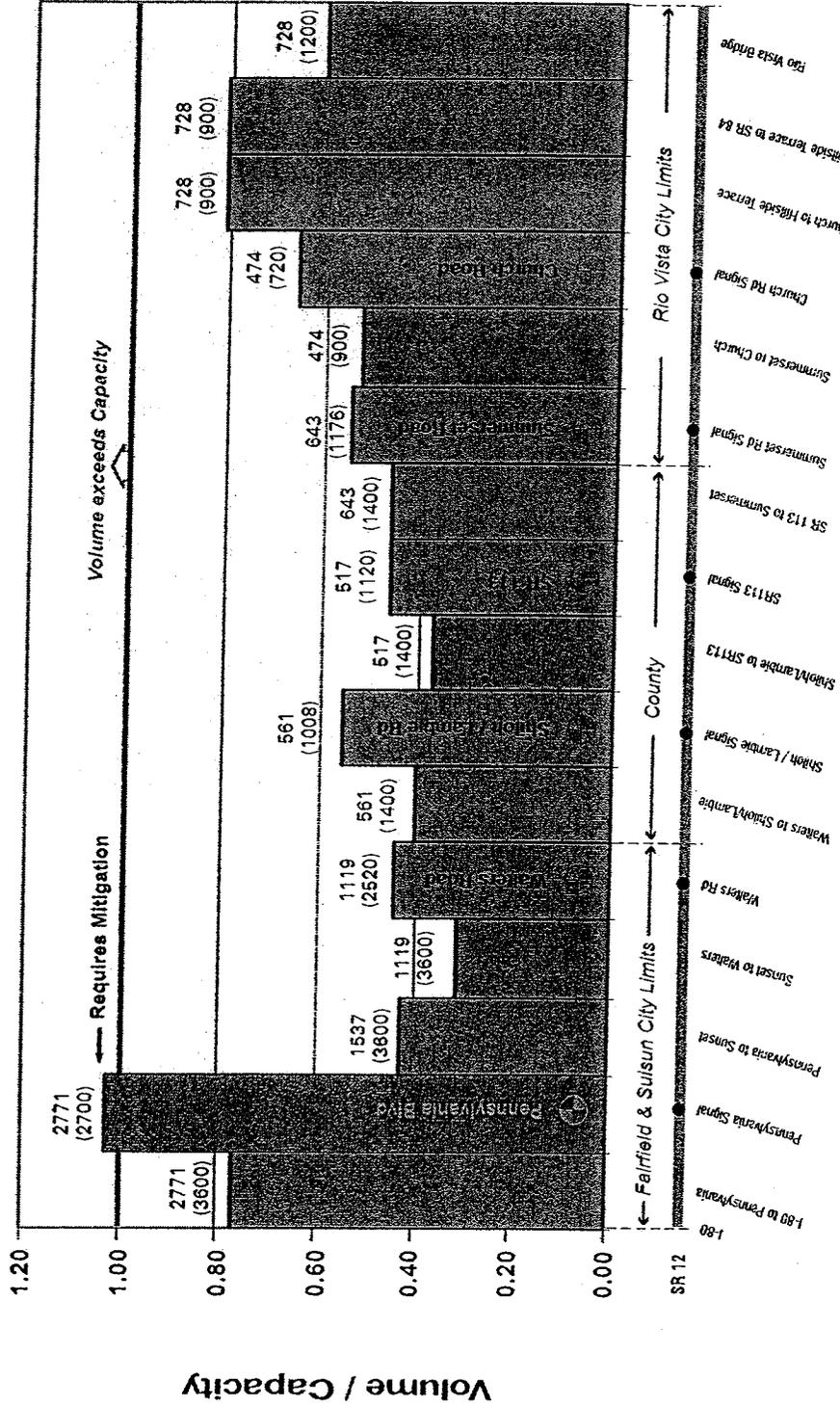
 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure 14
WESTBOUND 2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA
 AM Peak Hour

2005 W Geometric Improvements IWB.cdr

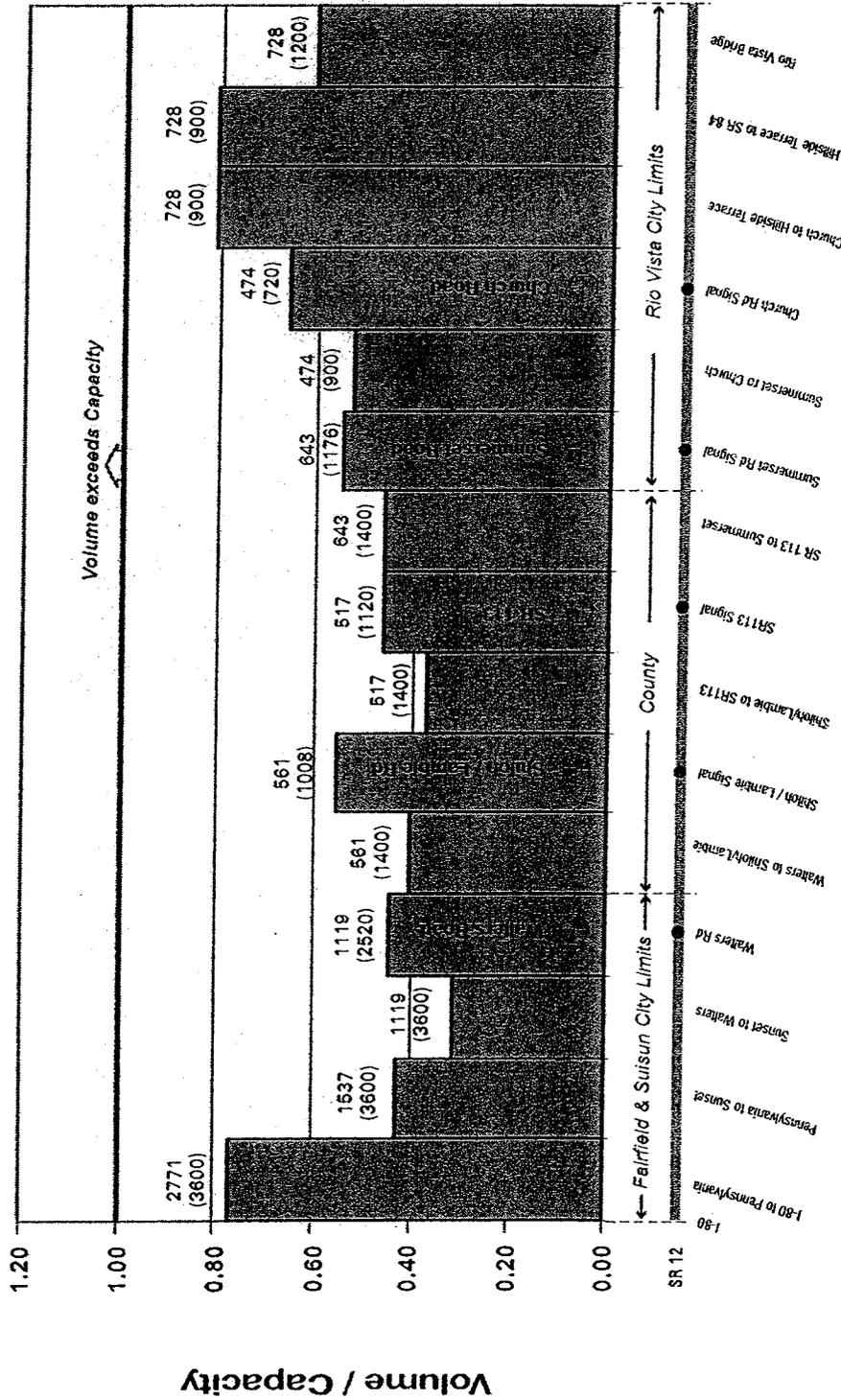
 Traffic Signal
 2300 Volume
 (1800) Capacity



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



Traffic Signal
 2300 Volume
 (1800) Capacity

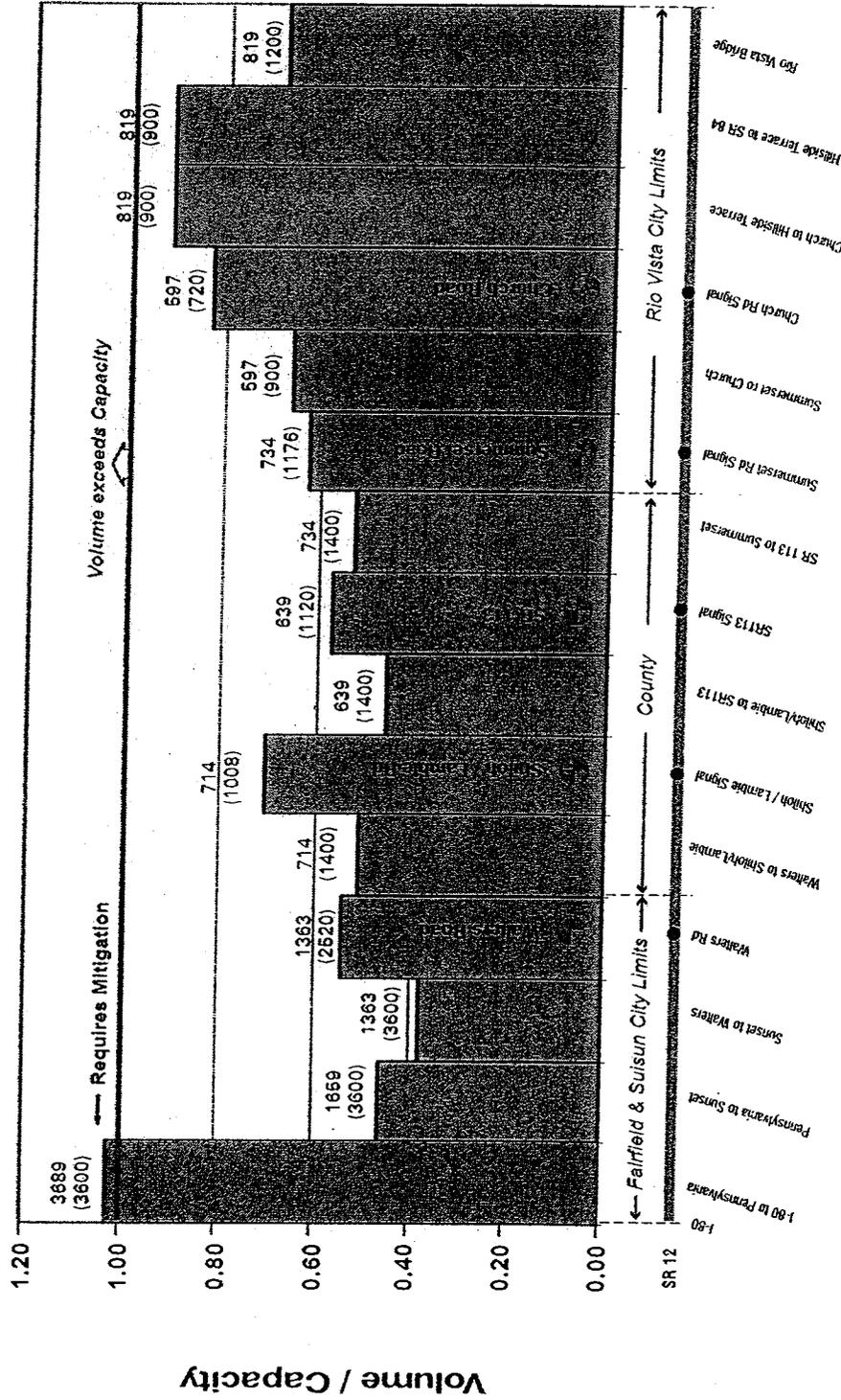


SR 12 PRIORITIZATION
 Figure 16
WESTBOUND 2013 WITH PENNSYLVANIA GRADE SEPARATION
 AM Peak Hour



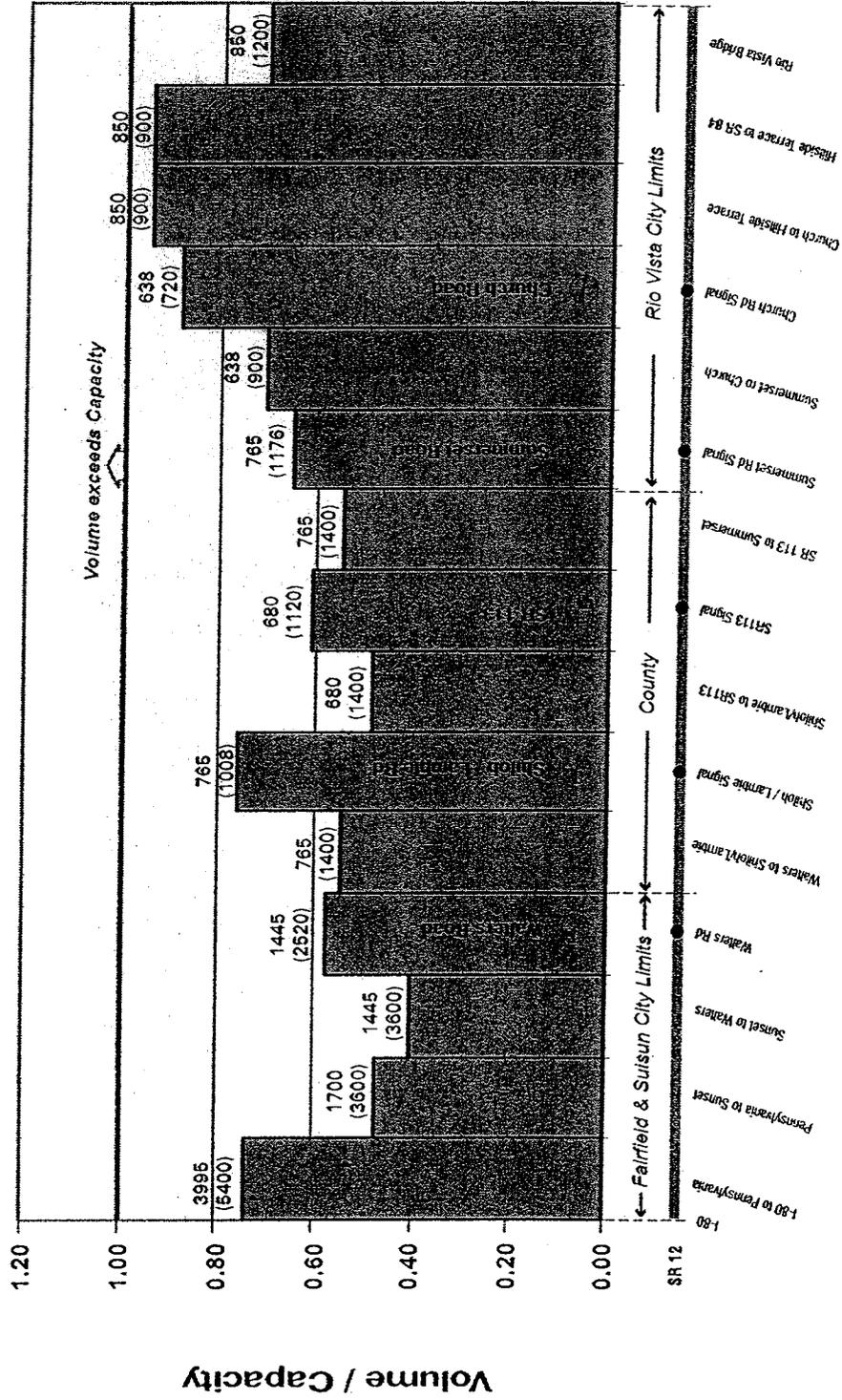
2013 - Penn Grade Sep 9th.cdr

 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure 17
WESTBOUND 2022 WITH SCHEDULED PROJECTS
 AM Peak Hour

 Traffic Signal
 2300 Volume
 (1800) Capacity



 Korve Engineering

SR 12 PRIORITIZATION
Figure 18
WESTBOUND 2025 WITH WIDENING BETWEEN I-80 AND WEBSTER/JACKSON
 AM Peak Hour

Figure 4C-101 Traffic Signal Warrants Worksheet

4	SOL	12	39.9	CALC	GR	DATE	7/20/05
DIST	CO	RTE	KPM	CHK	BB	DATE	7/20/05
Major St:	SR 12			Critical Approach Speed		75	km/h
Minor St:	Church			Critical Approach Speed		64	km/h

Critical Speed of major street > 64 km/h (40 mph)..... }
 In built up area of isolated community of < 10,000 population..... } **RURAL (R)**
 URBAN (U)

WARRANT 3 - Peak Hour **PART A SATISFIED** YES NO
PART B SATISFIED YES NO

PART A **SATISFIED** YES NO

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

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

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

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

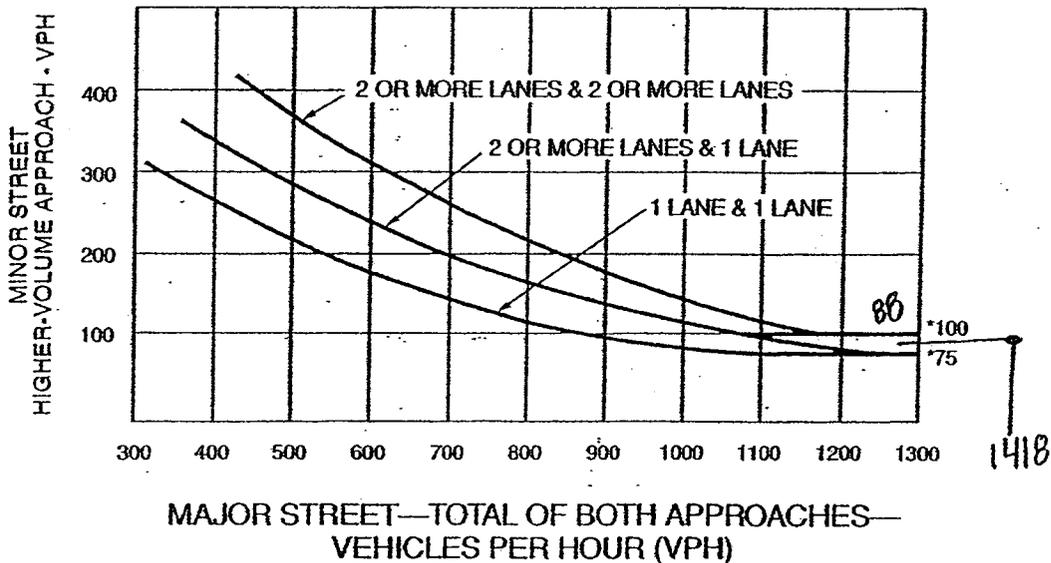
PART B **SATISFIED** YES NO

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

2006 Volumes
(projected)

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

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



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



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

August 19, 2005

Members:

	Dana Cowell
Benicia	Deputy District Director, Transportation Planning
Dixon	California Department of Transportation
Fairfield	111 Grand Avenue
Rio Vista	Oakland, CA 94623
Solano County	
Suisun City	RE: State Route 12 Major Investments Study (MIS) Improvements
Vacaville	
Vallejo	Dear Dana:

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

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

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

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

Sincerely,

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

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

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

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

General Comments

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

Prioritization of Capacity Improvements

- Paragraph 2: Please explain why AM peak hour model runs were not conducted. Model runs would give a more accurate reflection of traffic movements instead of reversing the direction of the PM peak hour volumes and factoring them down to reflect lower morning peak hour traffic volumes.
- Paragraph 3: This paragraph indicates that V/C ratios were calculated for segments and intersections considering the constraining effect of bottlenecks. If constraints were considered when determining the V/C ratios, constrained volumes reaching downstream segments should be included somewhere in the document. Figures 1-18 appear to show only demand volumes and capacity. The Office of Highway Operations will need both in order to verify the proposed projects and prioritization.
- Paragraph 4: Indicates intersection capacities were determined based on green time. Since signal timing is often changed for some intersections based on approach volumes, this methodology should be checked. To check intersection capacities, I suggest determining the V/C by summing the critical movements and using a capacity of 1500.

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



October 6, 2005

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

RE: SR 12 MIS PRIORITIZATION – RESPONSE TO COMMENTS

Dear Mr. Christians:

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

General Comments

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

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

Prioritization of Capacity Improvements

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

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

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

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

A California Corporation

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

With Offices in:

Los Angeles
San Jose
Salt Lake City



Mr. Dan Christians
October 6, 2005
Page 2

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

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

Please do not hesitate to call with any questions.

Sincerely,

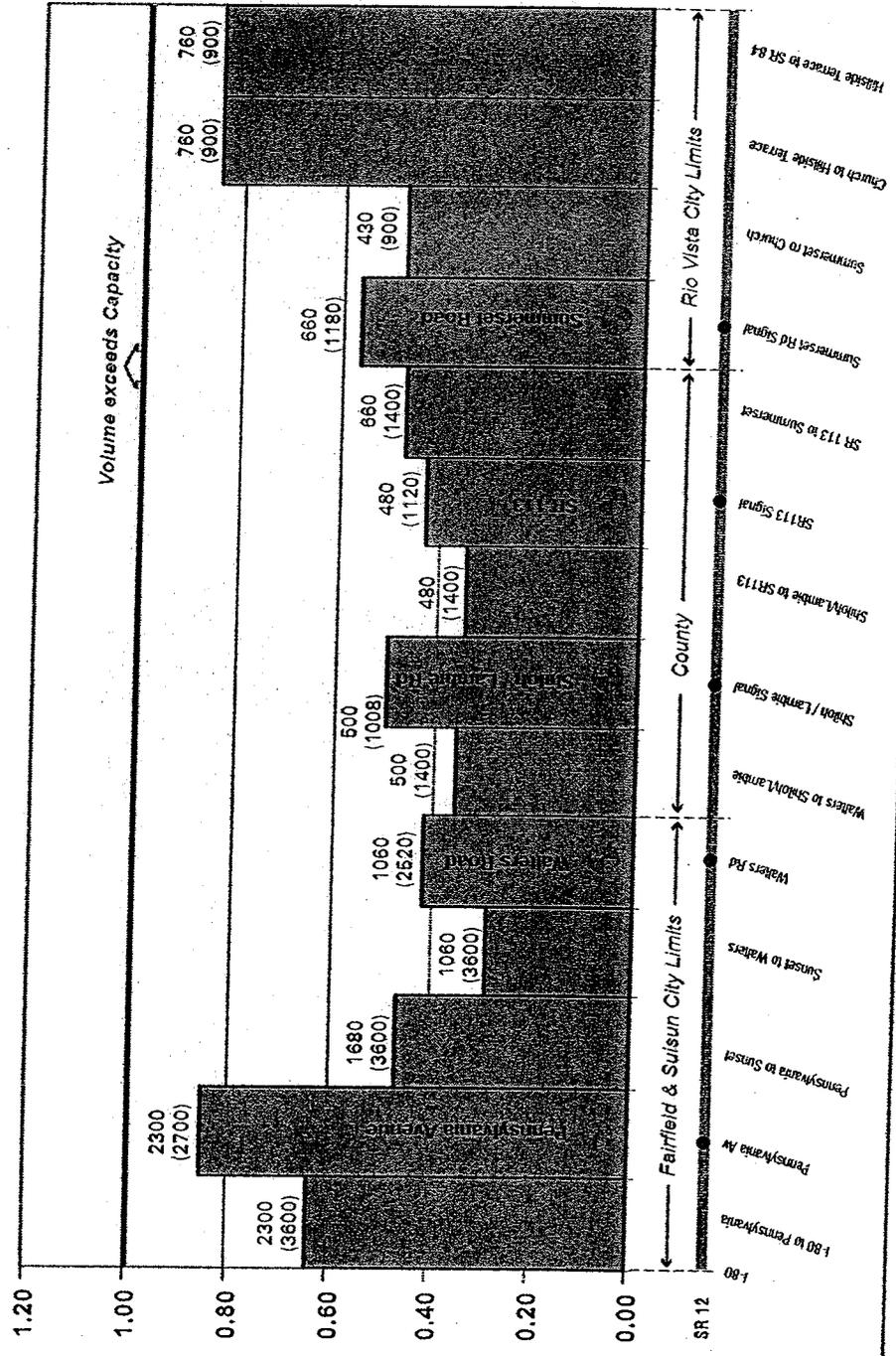
KORVE ENGINEERING, INC.

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

Bill Burton, PE
Senior Traffic Engineer

Attachments

 Traffic Signal
 2300 Volume
 (1800) Capacity



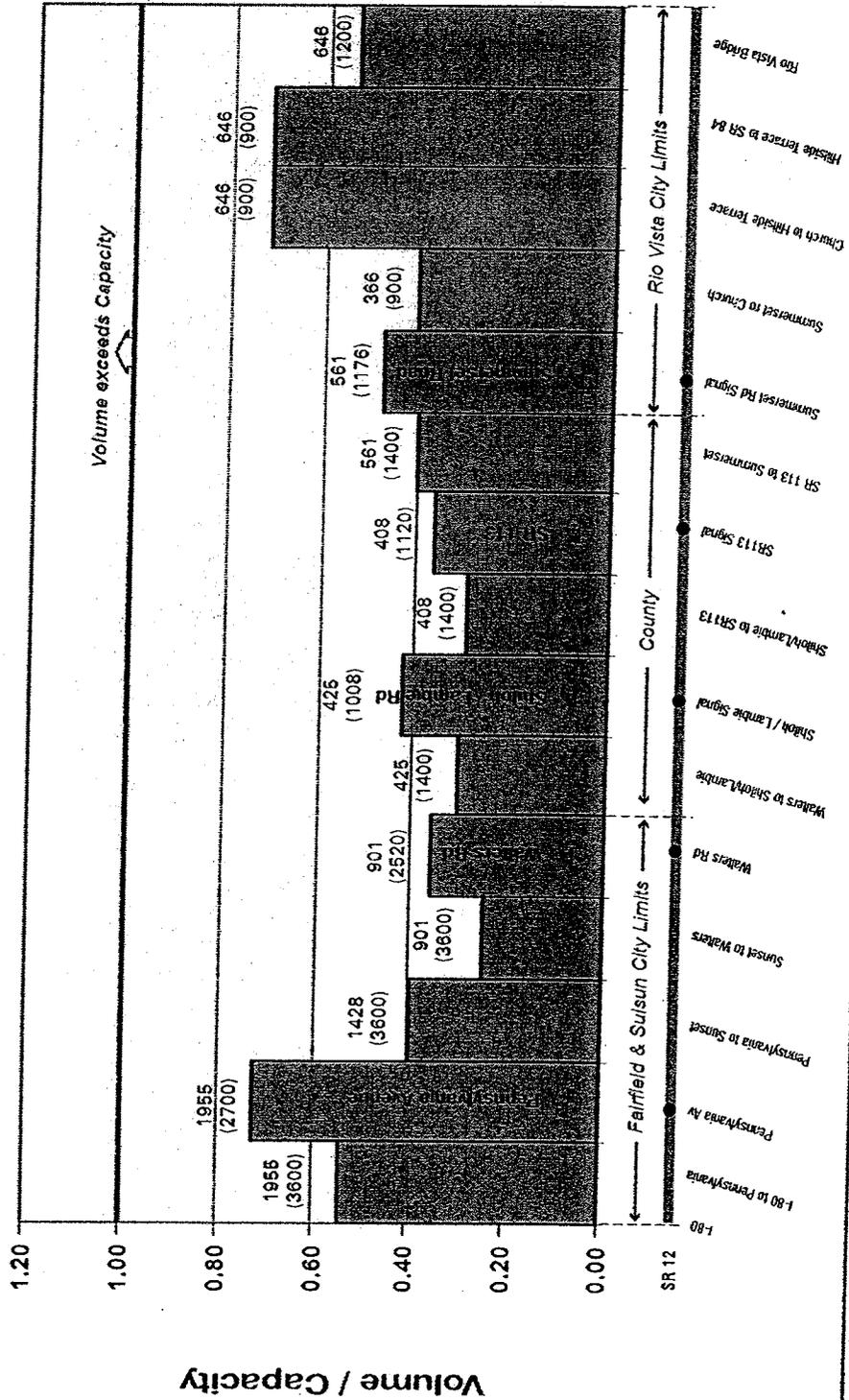
Volume exceeds Capacity



SR 12 PRIORITIZATION
Figure A
UNCONSTRAINED TRAVEL DEMAND - EASTBOUND 2005
 PM Peak Hour

Figure A.cdk

 Traffic Signal
 2300 Volume
 (1800) Capacity

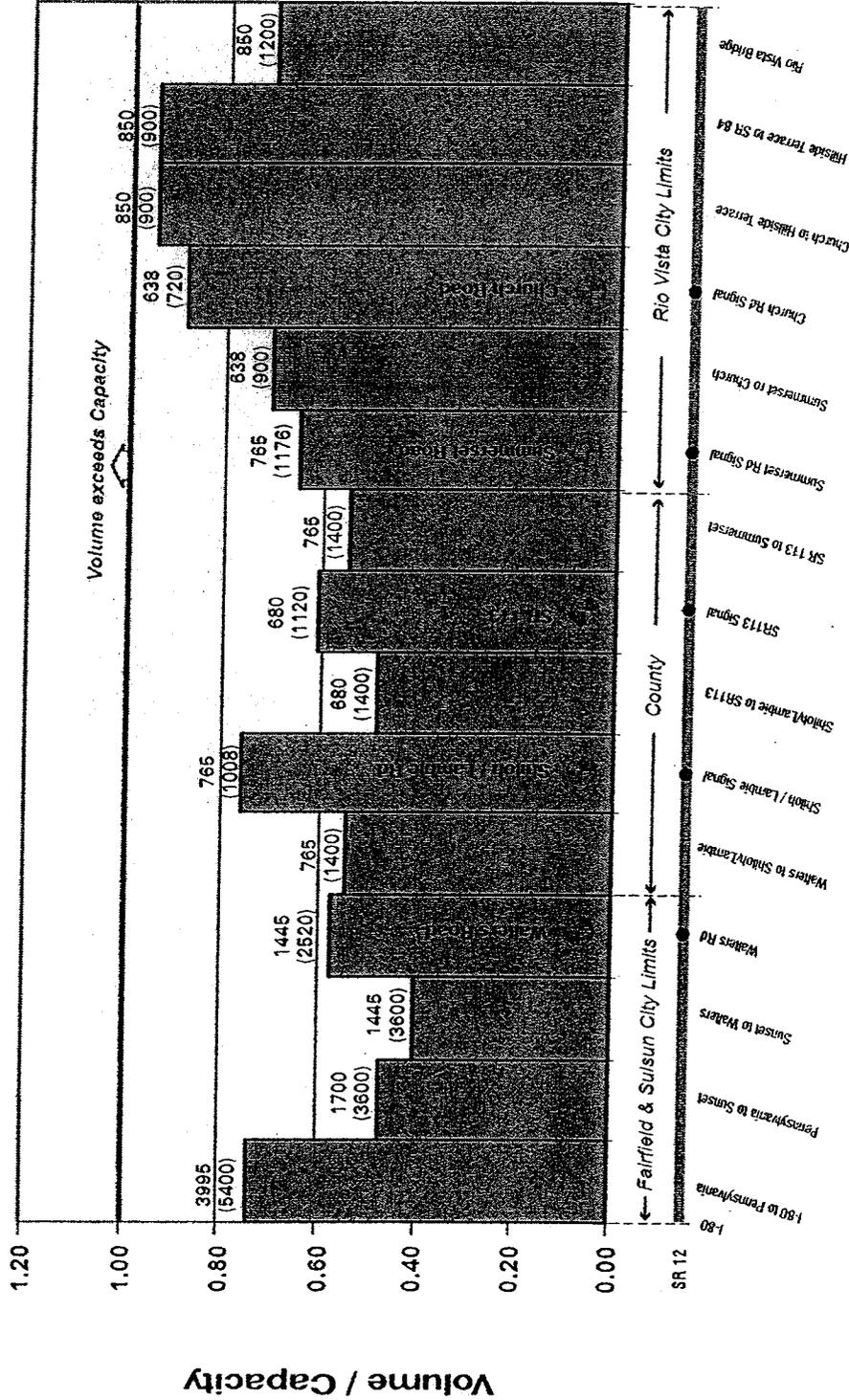


 Korve Engineering

SR 12 PRIORITIZATION

Figure C
UNCONSTRAINED TRAVEL DEMAND - WESTBOUND 2005
 AM Peak Hour

 Traffic Signal
 2300 Volume
 (1800) Capacity



SR 12 PRIORITIZATION
Figure D
UNCONSTRAINED TRAVEL DEMAND - WESTBOUND 2025
 AM Peak Hour

Figure D.cak

DEPARTMENT OF TRANSPORTATION

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



*Flex your power!
Be energy efficient!*

October 27, 2005

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

Dear Mr. Halls:

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

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

"Caltrans improves mobility across California"

Mr. Daryl Halls
 October 27, 2005
 Page 2

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

Sincerely,

Ar *Stephen N. Yokoi*
 DANA COWELL
 Deputy District Director
 Transportation Planning and Local Assistance

OCT 27 2005



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571

City Council

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

City Website Address

<http://www.ci.rio-vista.ca.us>

City Manager

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

Community Development

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

Finance

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

Fire

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

Police

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

Public Works

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

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

October 25, 2005

Subject: Highway 12 Safety

Dear Mr. Halls,

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

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

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

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

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

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

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

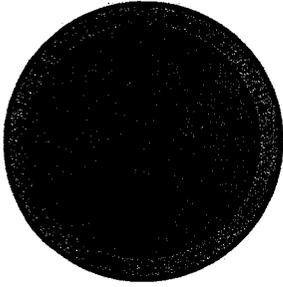
As you are aware, Highway 12 is a major connector between I-80 and I-5. It is the shortest route between the two major interstates. This highway is also a major connection to Sacramento and to San Francisco for heavy truck traffic.

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

Sincerely,

A handwritten signature in black ink that reads "Eddie Woodruff". The signature is written in a cursive style with a long, sweeping horizontal line extending to the right.

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



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571

A Personal Communication from Vice Mayor Ronald Jones

November 5, 2005

City Council

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

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

City Website Address

<http://www.ci.rio-vista.ca.us>

Dear Commissioner Brown,

City Manager

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

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

Community Development

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

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

Finance

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

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

Fire

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

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

Police

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

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

Public Works

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

Commissioner
California Highway Patrol
November 5, 2005

Page Two

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

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

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

Sincerely,



Ronald L. Jones, Vice Mayor

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



DATE: November 16, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: Project Study Report Overview

Background:

A Project Study Report (PSR) is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. Regardless of who will prepare the PSR, a meeting with Caltrans and the appropriate local entity (or entities) should be held.

In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board has authorized the STA to pursue and sponsor completing PSRs for priority projects in Solano County. At the February 17, 2005 STA Board retreat, STA staff presented a list of potential PSR candidate projects from the I-80/I-680/I-780 Major Investment & Corridor Study and the SR 12 Major Investment Study. (Other projects may be identified in the future SR 113 and SR 29 Major Investment Studies or other major studies conducted in Solano County.)

The STA Board requested staff develop criteria that may be used for prioritizing candidate projects for Project Study Reports. Based on the discussions of the Arterials, Highways and Freeways Committee and the TAC, the STA Board approved the following order of importance for PSR candidate criteria at their April 13, 2005 meeting:

- Project included in the STA's adopted Comprehensive Transportation Plan (CTP 2030)

- Traffic Safety/Traffic Operations
- Deliverability and Funding of Project
- Economic Development/Impact
- Efficiency of Project (Benefit/Cost analysis)
- Socioeconomic Impact

The justification for the order of criteria is as follows:

- The CTP is the adopted “roadmap” for transportation in Solano County; therefore, projects must meet the Goals and Objectives of the CTP to be a viable project.
- Traffic Safety and Traffic Operations improvements are the basis for current and future capacity increasing projects.
- PSR’s have a short “shelf-life” and should be completed for projects that are deliverable to construction within a few years.
- Transportation projects that provide a positive economic impact help ensure a continued emphasis on economic vitality, one cornerstone of the STA mission statement.
- Project efficiency and socioeconomic impact are both important criteria, but will generally be addressed with the application of the other criteria.

Based on the order of criteria, STA staff is taking the next steps to develop a prioritized PSR funding plan. STA and Caltrans are coordinating efforts to group and prioritize PSRs into three categories:

1. PSR development by STA for the STIP program;
2. PSR development by Caltrans for the SHOPP program;
3. PSR development by local agencies for locally funded projects with request for Caltrans oversight.

STA staff met with staff from all cities, the County and Caltrans in August and early September to discuss the status of projects on the highway system. Most of the agencies have a sequence of projects that are expected to generate highway improvements. However, there are a number of local interchange improvements that require substantial dialogue to determine and develop the funding plan. Caltrans has submitted an update on the SHOPP work for the county. Most of the work proceeding in the SHOPP are for categories that relate to maintaining the infrastructure and do not require additional input from the STA and local agencies at this time.

Discussion:

STA staff has compiled a draft list of PSR candidate projects, which was presented to the STA Board in October. The STA has dedicated \$112,000 FY 2005-06 and \$125,000 in FY 2006-07 budgets for PSR work for future STIP eligible projects. The STA may perform one PSR per year or opt to combine the funds from the two years (\$237,000/project) to perform one larger PSR. Based on the STA Board’s discussion and direction provided in October, staff recommends the following PSRs for STA and Caltrans to conduct:

STA:

FY 2005-06:

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

FY 2006-07:

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

Caltrans:

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

Pending STA Board approval, staff will initiate RFPs for the SR12/Church Road and Turner Parkway Overcrossing PSRs in early 2006. Over the next couple of months, the STA will be working closely with Caltrans and local agencies to discuss prioritizing the projects on the Local PSR list that will require Caltrans oversight.

The STA TAC also discussed the State Highway Operational Protection Program (SHOPP) at their September meeting. Following the discussions from the TAC at their September meeting, the STA Board authorized to send a letter to Caltrans requesting the addition of the I-80 rehabilitation project between SR 12 East in Fairfield and Meridian Rd. in Vacaville for prioritization in the SHOPP's Pavement Rehabilitation category. A letter was also sent to the Minor Improvements section of the Caltrans SHOPP department requesting the EB/WB I-780 Stripe Aux Lane (2nd St. to 5th St.) project be included as a minor improvement project.

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachment:

- A. PSR Candidate Projects

PSR CANDIDATE PROJECTS

STIP (STA)

Project	Recommended for PSR	I-80/680/780 Corridor Study Priority	Project Cost (in millions)	FY
<i>SR 12 East – Church Road</i>	X	(SR12 MIS)	\$3-4	2005-06
<i>Turner Parkway Overcrossing (PSR Funded)¹</i>	X	30	\$38	2005-06
<i>WB I-80 HOV Lane – Carquinez Bridge to SR37¹</i>	X	23	\$15.7	2005-06
<i>EB I-80 HOV Lane – Carquinez Bridge to SR37¹</i>	X	24	\$32.3	2005-06
<i>I-80 HOV – Air Base to I-505</i>	X	25	\$111.2	2006-07
EB I-80 Aux Lanes – Travis Blvd to Air Base Pkwy		9	\$3.7	
WB I-80 Aux Lane – W. Texas St. to Abernathy Rd		13A	\$4.4	
WB I-80 Aux Lane – Waterman Blvd to Travis Blvd		13B	\$5.0	
I-80 Mix Flow Lane from SR12 E to Beck Ave		12	\$16.6	

¹ Funded by SAFETEA Demo funds

SHOPP (Caltrans)

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

Local with Caltrans Oversight

Project	Local Agency
I-780/Rose Dr/Columbus Pkwy	Benicia
I-80/Pitt School Road I/C	Dixon
I-80/SR113 and First St I/C	Dixon
I-80/West A St/Dixon Ave	Dixon
I-80/Pedrick	Dixon
I-80/N Texas St/Lyon Rd	Fairfield
I-80 California Dr O/C	Vacaville
I-80 Cherry Glen I/C	Vacaville
I-80 Vaca Valley I/C	Vacaville
I-80 American Canyon I/C (Hiddenbrook)	Vallejo
Curtola Park & Ride Lot	Vallejo
...	
...	



DATE: November 21, 2005
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano-Napa Countywide Travel Demand Modeling Agreements
with the Consultant and City of Fairfield

Background:

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

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

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

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

The model includes existing and projected jobs and housing units based on the Association of Bay Area Governments Projections 2003. Adopted general plans from each of the eight STA

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

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

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

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

Discussion:

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

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

The previous modeling contract with the City of Fairfield expired on June 30, 2005. Three additional potential optional years (e.g. 2005-06, 2006-07 and 2007-08) were also authorized by the STA Board on March 10, 2004 when the last modeling contract was authorized. Based on a proposed \$65,000 for each of the next two fiscal years, a new proposed scope of work has been

prepared (Attachment A). It assumes that the resources for approximately one-third of the modeler's available work time, or about 700 hours of time commitment each fiscal year (2005-06 and 2006-07) would be provided. An additional optional third year (2007-08) is also proposed to be included in the new contract for \$65,000, subject to future additional budget authority from the STA Board. The proposed agreement would reduce the annual contract amount from \$80,000 to \$65,000 but would also reduce the hours of modeling work from 1,000 hours a year to 700 hours a year to compensate for the decrease in funding.

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

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

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

Fiscal Impact:

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

Recommendation:

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

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

Attachments:

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

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

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

1. Model Maintenance

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

2. Designated Modeler

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

3. Special Modeling Runs

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

4. Graphics

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

5. Technical Reports

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

6. Support to STA and NCTPA Boards and Committees

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

7. Input on Phase 2 Transit Model

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

8. Microsimulation Model Program

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

9. Hard and electronic copy of all technical data files

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

Exhibit B

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

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

1. Develop Final Transit Network

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

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

Deliverable: Final transit network plots

2. Prepare Phase 2 Calibration of Highway and Transit Element

Revisit the overall transit and alternative modes forecasting targets of the model. Utilize all additional and current survey and census data on mode shares for comparison.

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

Deliverable: Memo describing calibration approaches and findings

3. Prepare Phase 2 Highway, Transit and Other Alternative Mode Forecasts for Horizon Years

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

Deliverable: Draft model forecast results

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

Deliverable: Final model forecast results

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

Deliverable: Report – Documentation of Phase 2 Model

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

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

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

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



DATE: November 17, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: Initiation of Safe Routes to Schools Study (SR2S)/
Solano Travel Safety Plan (SR2T), Phase 2

Background:

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

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

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

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

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

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

The major transit hubs in Solano County include:

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

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

Discussion:

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

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

Recommendation:

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

Attachments:

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

MEMORANDUM

TO: Contact Name, Local Agency

FROM: Jennifer Tongson

DATE: November 15, 2005

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

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

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

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

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

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

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

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

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

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

B. Existing Bicycle and Pedestrian Counts and Collision Data

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

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

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

C. Existing Plans or Studies

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

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

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

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

DRAFT SOLANO SAFE ROUTES TO SCHOOLS/SAFE ROUTES TO TRANSIT OUTREACH PROGRAM

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

Target-Agencies for SR2S/SR2T Outreach Program:

Solano Transportation Authority:

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

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

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

Solano County School Boards:

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



DATE: November 17, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Transportation Funding Program

Background:

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

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

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

Discussion:

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

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

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

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

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

Recommendation:

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

Attachments:

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

Table 1: Lifeline Transportation Program Estimated Budget

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

* Based on federal poverty levels reported in 2000 US Census

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

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

**Lifeline Transportation Advisory Committee
Proposed Membership**

STA Board Transit Subcommittee Member:

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

Lifeline Advisory Group Representatives

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



DATE: November 14, 2005
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Solano Bicycle Pedestrian Program Guidelines and Criteria

Background:

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

Discussion:

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

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

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

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

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

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

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachments:

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

Draft Solano Bicycle and Pedestrian Program Fund Guidelines- 11-07-05

1. The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) shall each establish a 3-year Implementation Plan that consists of priority projects identified in the Solano Countywide Bicycle Plan and the Countywide Pedestrian Plan for purposes of allocating Solano Bicycle and Pedestrian Program (SBPP) funds. The STA's Technical Advisory Committee and Alternative Modes Committee shall also review and make a recommendation on the 3-year Plan and any subsequent amendments before the plan is submitted to the STA Board for approval.
2. Eligible projects for the 3-year Implementation Plan shall be based on criteria recommended by the BAC and PAC and approved by the STA Board. The 3-year Plan will be prioritized by the following tiers:
 - Tier 1 – Projects in the Countywide Bicycle Plan and Countywide Pedestrian Plan deemed to be top priority based on evaluation criteria.
 - Tier 2 – The next level of priority projects listed in the Countywide Bicycle Plan and Countywide Pedestrian Plan based on evaluation criteria.

Based on a natural break in project criteria scores, the BAC and PAC will divide their priority projects into Tier 1 and Tier 2 categories.
3. The 3-year Implementation Plan will function as a guide for SBPP Fund recommendations and will be flexible to the funding needs of STA member agencies. Project sponsors will be requested to provide annual project updates to the BAC and PAC for projects identified in the 3-year Implementation Plan.
4. Each year, preferably during the months of December or January, BAC and PAC shall confirm their top priority projects for the next 3 years of SBBP funding.
5. The BAC and PAC will meet jointly to develop their recommendations for the Solano Transportation Authority (STA) Board of Directors to allocate SBPP funds. SBPP funds will be allocated generally 1/3 to primarily pedestrian-oriented projects and 2/3 to primarily bicycle-oriented projects. Not more than 25 percent should be recommended per year for Tier 2 projects. The PAC and BAC are under no obligation to recommend allocation of all available SBPP funding on a yearly basis.
6. The 3-year Implementation Plan will be updated annually to include new projects or revisions to current projects identified in the plan. Amendments to the 3-year Plan must be approved by the project sponsors, the BAC and the PAC before sending a recommendation to the STA Board for their adoption.

Draft Evaluation Criteria & Scoring for Selecting Projects for SBPP Funds (10-6-05)

Focus Area	Ranking and Description	Points
<p><u>Safety and Access</u></p> <p><u>Gap closures</u> in pedestrian facility or regional bicycle network serving mobility needs</p>	<p>High: Project provides means to overcome a barrier (e.g. bridge over freeway, expressway, or rail line) or eliminates a gap (e.g. a new bike lane or a new sidewalk in a corridor without facilities) where <u>no</u> nearby facility exists.</p>	8-10
	<p>Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.</p>	4-7
	<p>Low: Project <u>extends</u> an existing pedestrian facility or regional bicycle route (e.g. bike lane or sidewalk), working towards a gap closure, but not eliminating it.</p>	0-3
<p><u>Access</u> to schools, transit, lifeline transit² or to/within activity center</p>	<p>High: Project is specifically designed to significantly improve access to a destination and/or planned/existing link. Project will be within ¼ mile (pedestrian facility) or ½ mile (bike facility) in actual walking/biking distance from destination and/or planned/existing link.</p>	8-10
	<p>Medium: Project will generally enhance access to a destination and/or planned/existing link. Project will be within ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination and/or planned/existing link.</p>	4-7
	<p>Low: Project improves upon limited existing access. Project will be beyond ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination and/or planned/existing link.</p>	0-3
<p><u>Safety</u> for all groups of bicyclists and pedestrians</p>	<p>High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure.</p>	8-10
	<p>Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)</p>	4-7
	<p>Low: Project will generally improve safety, even though there are no known problems.</p>	0-3

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

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

Scoring Basis for Prioritization Factors cont.

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

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

Focus Area	Ranking and Description	Points
Implementation <u>Community Participation</u> for the project	High: Project has strong documented community, neighborhood, or user group participation. Letters OR minutes indicating actions taken by communities, neighborhood groups, user groups, or countywide committees are provided. Projects are included in a local or community-based plan. Med: Project has some community, neighborhood, or user group participation. Projects are included in a local, county or community-based plan. Low: Community outreach will be completed as part of the project, but little or none done to date.	5-3 2-1 0
<u>Long-term plans and policies</u> of the project as part of the bike/ped system	High: Project sponsor has adopted a long-term plans and policies consistent with the Solano Countywide Bicycle and Pedestrian Plans with both BAC or PAC support. Med: Project sponsor is <u>developing</u> a long-term plan for a continuous bike/ped system <u>while obtaining</u> BAC or PAC input. Low: Project sponsor <u>has not worked</u> towards a long-term plan for a continuous bike/ped system with neither BAC nor PAC support.	5-3 2-1 0
<u>Cost/Benefit calculations</u> ¹ used by BAAQMD <u>Strategically Funded Project</u> Other Funds, with a copy of local resolution ²	High: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is less than \$60,000. Med: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is between \$60,000 and \$90,000. Low: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is greater than \$90,000. Project can commit over 35% of total project cost from other sources Project can commit 30% to 34.9% of total project cost from other sources Project can commit 25% to 29.9% of total project cost from other sources. Project can commit 20% to 24.9% of total project cost from other sources. Project can commit 15 to 19.9% of total project cost from other sources. Project cannot commit other fund sources	5-3 2-1 0 5 4 3 2 1 0

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

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

Estimated SBPP Funding for FY2006-07 to FY2008-09

Fiscal Year 2006/07

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

Fiscal Year 2007/08

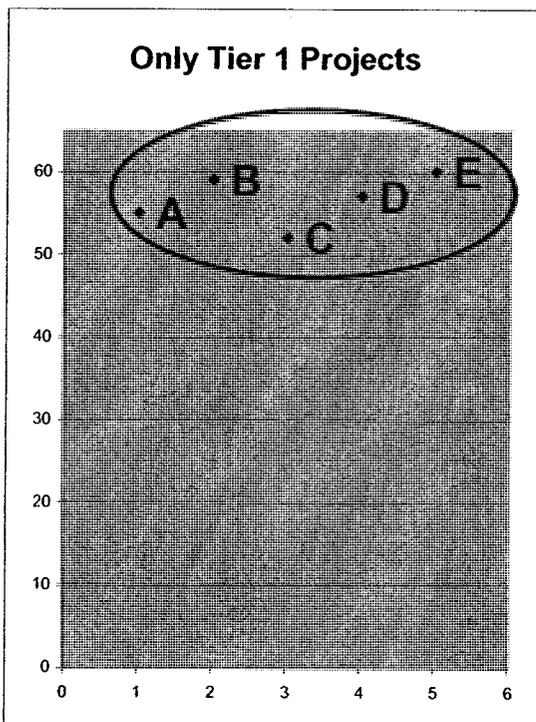
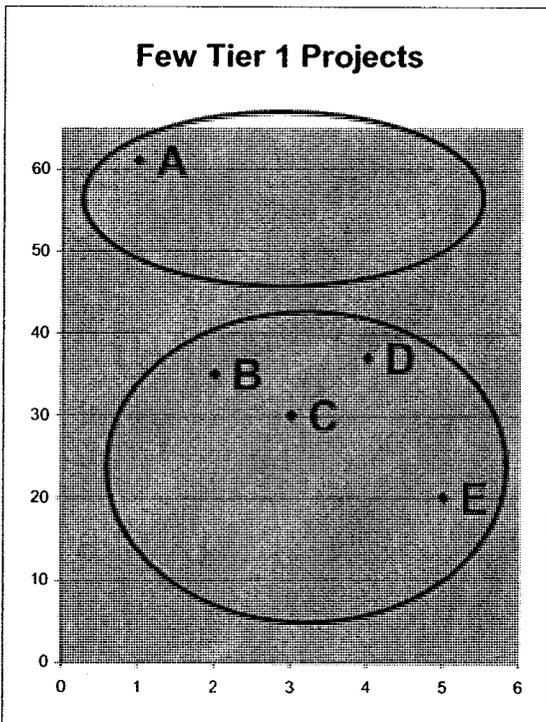
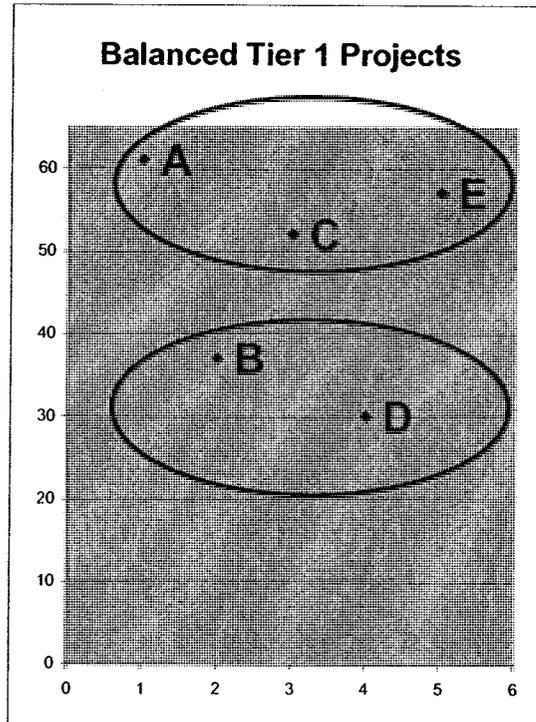
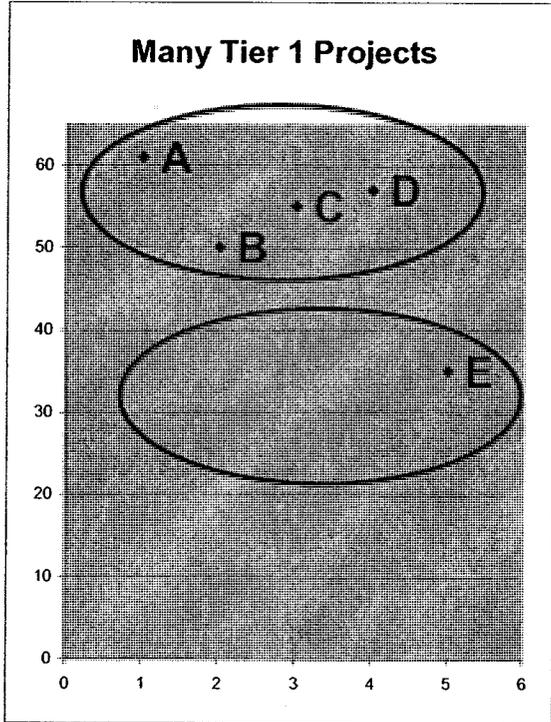
Estimated Funding	TDA Article 3 Fiscal Year 007/08	\$319,060
	Solano Bicycle/ Pedestrian Program	\$697,917
	Total	\$1,016,977
Mode Funding Split	Bicycle Advisory Committee(67%)	\$681,375
	Pedestrian Advisory Committee (33%)	\$335,602

Fiscal Year 2008/09

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

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

SBPP Tier 1 vs Tier 2
Natural Breaks





DATE: November 14, 2005
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – November 2005 and Adoption of STA’s 2006 Legislative Priorities and Platform

Background:

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

To help ensure the STA’s transportation policies and priorities are consensus-based, the STA’s Legislative Platform and Priorities is first developed in a draft form and then distributed to member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The Draft 2006 Legislative Platform and Priorities was provided to the STA TAC and Consortium on September 28, 2005 for review and comment and was reviewed by the STA Board on October 12, 2005. Staff has also distributed the document to member agencies, Solano County’s federal and state legislative representatives, and other partner agencies for their review and comment.

Discussion:

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

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

The deadline for submission of comments is November 21, 2005. As of November 14, one comment had been submitted by the Alameda County Transportation Authority. Legislative Platform Item V.6. Funding was amended to clarify the intent of the platform.

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

Recommendation:

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

Attachments:

- A. Legislative Matrix, November 2005
- B. STA’s Final Draft 2006 Legislative Priorities and Platform with **Bold** and ~~Strikethroughs~~ (dated 11/10/05)

**Solano Transportation Authority
Legislative Matrix
November, 2005**

State Legislation

Highlighting indicates bills that have been approved by the Legislature.

State Legislation Bill/Author	Subject	Status	STA Position
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations, held under submission 5/25/05	Watch closely 06/08/05
AB 1208 (Yee) Local vehicle registration fee: San Francisco	Authorizes the City and County of San Francisco Board of Supervisors to impose a fee in an amount to be established by the board to be paid at the time of registration or renewal of every vehicle registered at an address within the city and county of San Francisco. Provides that the funds may be used for the construction, improvement, operation, and maintenance of local streets and highways in the county. (Amended 4/14/05)	Vetoed by Governor 10/07/05	Watch 09/14/05
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations, held under submission 5/25/05	Support 06/08/05
AB 1623 (Klehs) County vehicle registration fee: Alameda, Contra Costa, Marin, Napa and Sacramento	Authorizes the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within that county. Specifies that only environmental programs that directly relate to the impacts of motor vehicles are eligible for funding. (Amended 6/28/05)	Vetoed by Governor 10/07/05	Watch 09/14/05

State Legislation Bill/Author	Subject	Status	STA Position
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation 5/10/05	Support 02/09/05
ACA 7 (Nation) Local Gov. Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations ref. to APR suspense file 5/25/05	Support 02/09/05
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee 3/18/05	Watch 05/11/05
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation 4/21/05	Watch 05/11/05
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM read third time, refused passage. Motion to reconsider on next leg day 9/8/05	Request comments from cities & counties 05/11/05
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation 6/13/05	Watch 05/11/05

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Torlakson/Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission 5/26/05	Support 07/13/05
SB 658 (Kuehl) Bay & coastal motor vehicle mitigation program	Would make available a coordinated state-local funding option for addressing a range of environmental problems resulting from motor vehicles and their associated infrastructure in coastal and bay counties. Authorizes the Coastal Environment Motor Vehicle Mitigation Program, administered by both the state and participating counties, which would enable counties to opt into a dedicated funding source to support appropriate projects. Motor vehicle registration fee of up to \$6/year would be collected only in counties where the Board of Supervisors votes to participate in the program. Funds could only be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. Program would sunset in 2020.	Vetoed by Governor 10/07/05	Watch 09/14/05
SB 680 (Simitian) Santa Clara County vehicle registration fees	Authorizes the Santa Clara Valley Transportation Authority (VTA) board of directors, beginning July 1, 2006, to impose (by a 2/3 vote) an annual fee of up to \$5 on each motor vehicle registered within Santa Clara County. Fee would terminate July 1, 2014. Revenues generated by the fee would go towards a program of projects to be adopted by the VTA that would be based on street and highway improvement projects specified in the county's congestion management program and transit improvements specified in the Caltrain Joint Powers Board Rapid Rail Program. Requires VTA to provide a report to the Legislature on the impact of the fee and its cost-effectiveness by July 1, 2013. (Amended 4/12/05)	Vetoed by Governor 10/07/05	Watch 09/14/05
SB 705 (Runner) Design Build Contracts	Would authorize the Dept. of Transp. to contract using the design-build process, as defined, for design and construction of transportation projects. Bill would require establishing a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (4/19/05 hearing cancelled at request of author)	Support in Concept 06/08/05
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN read third time; amended; to third reading 9/8/05	Watch 05/11/05

California Legislature
2005-06 Regular Session Calendar

<p>January 2005 (First year of 2-year legislative session)</p> <p>1 Statutes take effect</p> <p>3 Legislature reconvenes</p> <p>5 Governor's State of the State Address</p> <p>10 Budget must be submitted by Governor</p> <p>21 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>July</p> <p>1 Until Budget is passed by both houses -- No policy committees may meet for any purpose</p> <p>4 Independence Day</p> <p>8 Last day for Policy Committees to meet and report Senate bills</p> <p>15 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p>February</p> <p>18 Last day to introduce bills</p>	<p>August</p> <p>15 Legislature reconvenes</p> <p>26 Last day for Fiscal Committees to meet and report Senate bills to the Floor</p> <p>29 Through Sept. 9*** -- Floor session only. No committees, other than conference committees and Rules Committee, may meet for any purpose</p>
<p>March</p> <p>17 Spring Recess begins at the end of this day's session</p> <p>29 Legislature reconvenes</p>	<p>September</p> <p>2 Last day to amend bills on the Floor</p> <p>4 Labor Day</p> <p>9 Last day for any bill to be passed. Interim Study Recess begins on adjournment</p>
<p>April</p> <p>22 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house</p> <p>29 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor</p>	<p>October</p> <p>9 Last day for Governor to sign or veto bills passed by the Legislature on or before September 9 and in his possession on or after September 9</p>
<p>May</p> <p>13 Last day for policy committees to meet prior to May 31</p> <p>20 Last day for Fiscal Committee to hear and report to the Floor bills introduced in their house</p> <p>20 Last day for Fiscal Committees to meet prior to May 31</p> <p>23 Through May 27 -- Floor session only. No Committee may meet for any purpose</p> <p>27 Last day for bills to be passed out of the house of origin</p> <p>31 Committee meetings may resume</p>	<p>November/December</p>
<p>June</p> <p>3 Last day for Assembly to pass Assembly Bills</p> <p>6 Committee meetings may resume</p> <p>15 Budget Bill must be passed by midnight</p>	<p>January 2006</p> <p>1 Non-urgency statutes passed by Legislature prior to commencement of Interim Recess take effect</p> <p>4 Legislature reconvenes</p>

Solano Transportation Authority
FINAL DRAFT 2006 Legislative Priorities and Platform
 (November 14, 2005)

LEGISLATIVE PRIORITIES

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

* *Federal Priority Projects*

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

I. Air Quality

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

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

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

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

III. Congestion Management

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

IV. Employee Relations

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

V. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over **new** high-speed rail project and **new regionally sponsored ferry services through the Bay Area Ferry Authority**.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

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

VI. Liability

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

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

VII. Paratransit

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

VIII. Project Delivery

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

IX Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2006 ballot.

X. Ferry

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

XI. Safety

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

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.

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4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.



DATE: November 17, 2005
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Status of Development of County Transportation Expenditure Plan (CTEP) and Review of Plan Elements

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.

On Thursday, 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

On April 13, 2005, the STA Board authorized the Executive Director to retain consultants for the following tasks related to the development of a CTEP:

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

In order to ensure that the supplemental amendment to the Programmatic EIR for the 2005 CTEP is completed in a timely manner, the STIA Board conducted a public scoping

meeting and review of projects to be included in the document at the May 2005 Board meeting. The Draft Supplemental PEIR was then released on June 5, 2005 and members of the TAC and the public were requested to provide comments between June 5, 2005 and July 3, 2005.

On July 13, 2005, the Solano Transportation Improvement Authority (STIA) voted to not place a follow up measure on the ballot for the November 2005 election, but provided staff direction to extend the public input process and the development of an expenditure plan for the June 2006 or November 2006 ballot.

FORMULA FOR ALLOCATION OF RETURN TO SOURCE FUNDS

As part of the development of the expenditure plan for Measure A, staff worked with the TAC to develop separate allocation formulas for local streets and roads maintenance funds and the more flexible local return to source funds. Due to the flexibility of local return to source funds, an allocation formula based on population averaged over the 30 years of the measure was adopted. As part of this action, a policy to review and reconsider the policy for allocation of funds for local return to source projects was to be undertaken every ten years as part of the review of the County Transportation Expenditure Plan.

FORMULA FOR ALLOCATION OF LOCAL STREETS & ROADS MAINTENANCE FUNDS

After reviewing and discussing several options presented by staff and discussed and debated by the TAC, the STA Board adopted an allocation formula for local streets and roads funding based on 66.7% population and 33.3% center lane miles. This 2 to 1 allocation formula utilized for Measure A was a modification of the formula included as part of the expenditure plan for Measure E (2002) which used a 1.5 population to 1 center lane miles formula.

In preparation for the development of the expenditure plan for Measure A, members of the TAC spend a significant amount of time reviewing, discussing and ultimately recommending policies to guide the allocation of Local Return to Source funds and Local Streets and Roads funding. In July of 2005, the TAC forwarded a recommendation to the STA Board to reaffirm the Board's support for an allocation of Local Return to Source Funding based on each jurisdiction's population and an allocation of Local Streets and Roads funding based on a combination of population (66.7%) and center lane miles (33.3%).

Discussion:

In accordance with STIA Board direction, staff scheduled and coordinated seven community input meetings, one in each city, and two meetings of a Citizen's Advisory Committee comprised of representatives from 62 interest and community groups. In December 2005, STA staff and consultants will be updating project cost estimates and funding plans for each potential project to be included in the expenditure plan. Currently, staff is waiting for direction from the STIA Board to pursue placement of the Sales Tax Measure on the ballot for the June or November 2006 ballot. In order to ensure that a draft CTEP is ready for the public input process that would need to occur prior to adoption by the STIA Board sometime in early to mid 2006, staff will provide the TAC

with an update of the public input process, the public comments provided to date, updated project cost estimates, and potential recommended allocation options for the various components of the CTEP.

Recommendation:

Informational.



DATE: November 14, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement

Background:

The STA's I-80/I-680/I-780 Transit Corridor Study identified eight intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. The basis for the existing subsidy sharing for these routes varies. The Transit Corridor Study recommended developing an annual and multi-year funding agreement (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight intercity bus routes in service at the time of the Transit Corridor Study, six had subsidy sharing arrangements among the participating jurisdictions. Seven of the eight local jurisdictions contribute Transportation Development Act (TDA) funding for the intercity fixed route services operated by one of three transit operators; the exception is the City of Rio Vista. The subsidy shares are negotiated in agreements among the participants, some of which are documented and others are not. With the addition of Regional Measure 2 (RM2) funded service, there is now a ninth intercity transit route – Vallejo Transit Rt. 92.

As listed below, the STA has been managing, marketing, and coordinating a variety of transit studies and services in the past five years as well as taking a leadership role in coordinating transit funding in the county in partnership with Solano County's transit operators.

- STA manages two transit services: Rt. 30 and Solano Paratransit which are funded by multiple agencies; (and operated by Fairfield/Suisun Transit)
- STA will manage the allocation of new Lifeline Program Funds;
- STA funds and assists local transit studies;
- STA markets and promotes transit through SolanoLinks and SNCI programs;
- STA coordinates the Solano County Transportation Development Act (TDA) claims and allocates STAF project funding which includes funding for intercity bus routes; Unmet Transit Needs process; SolanoWORKs Plan and Implementation; and Community Based Organization Transportation Plans.

The STA's coordination of the annual multi-agency TDA matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Transit agencies frequently have agreements among participating jurisdictions to share in the operating subsidies required for service to their communities. Earlier this year, STA's transit consultant, Nancy Whelan, conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the Transit Consortium.

Three subsidy sharing options with various factors were presented and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula. How to distribute the net cost of intercity transit routes is the issue at hand. The challenge is to develop a consistent methodology that is equitable to the transit operator as well as to the transit service's funding partners. The goal is to create on-going consistency for both parties.

At the October Transit Consortium meeting, six funding scenarios using three key factors were presented for discussion. The three key factors used were cost, population (in lieu of ridership which is not currently available) and mileage. Bus stops were used to further refine some of these funding scenarios.

A productive discussion came out at the Consortium meeting. One of the key inputs is the total cost of the intercity routes. Through the discussion, it was agreed that all three intercity transit operators should use the same methodology to determine the cost of each route. Once that has been completed along with further refine of revenue estimates, the net cost can be determined and the funding scenarios would be run again.

A second meeting was held on November 15. This was a working group meeting for the three intercity transit operators and the STA to work through the cost calculations. This will be followed by a special meeting with the full Consortium and interested TAC members to review the potential funding scenarios with the new inputs. A further update of the November 15 meeting will be provided at the November TAC and Consortium meetings.

Recommendation:
Informational.



DATE: November 14, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Public Hearing for FY 2006-07

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle has been scheduled for **Wednesday, December 7 at 5:45pm at the Suisun City Council Chambers**. STA has been working with MTC to complete an extensive mailing to notify organizations and individuals of this hearing. In addition, a meeting notice has been forwarded to Solano transit operators so that they can post this notice on their buses.

Transit operators are encouraged to attend. Following the public hearing and public comment period, MTC will summarize the key issues of concern and forward them to the STA to coordinate a response. STA staff will work with the affected transit operators to coordinate Solano County's coordinated response.

Recommendation:
Informational.



DATE: November 15, 2005
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of Congestion Management Program (CMP) Consistency Review
of Recently Submitted Development Projects

Background:

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

Discussion:

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

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

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

Recommendation:

Informational.

Attachments:

- A. CMP Consistency Review
- B. Future EIR or General Plan Review

CMP Consistency Review – As of 11-15-05

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

Future EIR, General Plan or Development Review

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



DATE: November 16, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: Inactive Obligations – Call to Action

Background:

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

Discussion:

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

The STA is coordinating with MTC and Caltrans Local Assistance to monitor and track the projects listed on the de-obligation list. Caltrans Local Assistance should be contacting these agencies directly if they have not done so already. At this time MTC is looking at two options available to the agencies.

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

2) An agency may convert the obligation to Advance Construction Authorization (ACA) to give the agency more time to invoice. If an agency chooses this option they must request, via a letter to Caltrans Local Assistance with a copy to MTC (Craig Goldblatt at

cgoldblatt@mtc.ca.gov), that the funds are to be converted to ACA, and the agency must invoice against the funds (program code) within the next 6 months and re-obligate their full amount so as to become 'Active' by May 2006.

Obligation Authority (OA) is only available through the end of the fiscal year, and therefore any OA freed-up as a result of de-obligation or conversion to ACA must be re-obligated by September 2006. Otherwise there is no guarantee that the funds will be available to the project at a later date.

FHWA's inactive project de-obligation is effective immediately. Agencies will need to watch their invoicing on all federal obligations - old and new - to ensure the funds do not become inactive from now on. Agencies should pay close attention when obligating federal funds in the future to ensure they can invoice at least once every six months - preferably on a quarterly basis. Failure to do so could jeopardize availability of the funds for the project.

Recommendation:

Informational.

Attachment:

- A. Inactive Obligations List – Solano County

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

PROJ NO	Dist-FA	Agency	County	DESCRIPTION	PROG CD	LAST BILLED	FE DT	ROW DT	CON DT	MASTER DT	TOT COST	FED FUNDS	EXPENDED	UNEXPENDED	STATUS
J149002			Solano	AIR BASE PKWY-HEATH DR & PEARBODY RD, RESURFACE/UPDATE BR RAILROADRAIL WB ROUTE 760 AT E 2ND ST. ON/OFF RAMP	W220	09/31/1993			08/01/1998	08/01/1998	\$2,337,412.00	\$2,020,458.84	\$2,020,458.84	\$0.00	
5003010	04923427L	Bentonia	Solano	INSTALL TRAFFIC SIGNALS	Q400	12/09/2003			04/29/2002	04/29/2002	\$194,000.00	\$146,000.00	\$136,000.00	\$10,000.00	
5003014	04923935L	Bentonia	Solano	PARK ROAD FROM ADAMS ST. TO OAK RD, CONSTRUCT BIKE LANE	Q400	10/15/2003	07/10/2002		06/22/2004	06/22/2004	\$264,772.00	\$160,000.00	\$22,565.49	\$137,414.51	
5003016	04923937L	Bentonia	Solano	EAST H ST. FROM E 2ND ST. TO E 5TH ST, AC OVERLAY	Q240				02/11/2004	02/11/2004	\$119,605.00	\$105,000.00	\$0.00	\$105,000.00	
5003017	04923938L	Bentonia	Solano	EAST FIFTH ST. FROM MILITARY EAST TO SR 780, AC OVERLAY	Q240	10/15/2003	07/12/2002		02/11/2004	02/11/2004	\$129,900.00	\$115,000.00	\$11,617.34	\$103,282.66	
5003018	04923939L	Bentonia	Solano	EAST 2ND ST. FROM RIVERHILL TO HILLCREST AVE, AC OVERLAY	H240				02/11/2004	02/11/2004	\$101,662.00	\$90,000.00	\$0.00	\$90,000.00	
5003019	04923940L	Bentonia	Solano	EAST L ST. FROM E 3RD ST. TO E 5TH ST, SIDEWALKS SIGNS, STRIPING	Q400	10/15/2003	07/12/2002		02/10/2004	02/10/2004	\$59,490.00	\$50,000.00	\$5,311.00	\$44,679.00	
5003020	04923963L	Bentonia	Solano	MILITARY EAST FROM EAST 5TH TO EAST 7TH ST., AC OVERLAY	Q230	10/15/2003	07/12/2002		09/07/2002	09/07/2002	\$129,901.00	\$115,000.00	\$98,262.07	\$16,737.93	
5003020	04923963L	Bentonia	Solano	MILITARY EAST FROM EAST 5TH TO EAST 7TH ST., AC OVERLAY	Q240	10/15/2003	07/12/2002		09/07/2002	09/07/2002	\$0.00	\$0.00	\$0.00	\$0.00	
6204006	04150764L	Calltrans	Solano	CHP COMMUNICATIONS CENTER IN VALLEJO, PROCURE/INSTALL TMC EQUIPMENT	3200	10/31/1997			12/01/1994	12/01/1994	\$773,329.00	\$684,628.00	\$5,865.02	\$678,762.98	
6204041	04299500L	Calltrans	Solano	INTERSECTION OF SR 12 AND HILLSIDE TERRACE, INSTALL TRAFFIC SIGNAL	Q210	09/19/2004	07/26/2001		05/09/2002	05/09/2002	\$119,250.00	\$118,250.00	\$639.72	\$117,610.28	
6204041	04299500L	Calltrans	Solano	INTERSECTION OF SR 12 AND HILLSIDE TERRACE, INSTALL TRAFFIC SIGNAL	Q330	09/19/2004	07/26/2001		05/09/2002	05/09/2002	\$13,250.00	\$13,250.00	\$73.27	\$13,176.73	
5056010	04923697L	Dixon	Solano	NORTH JACKSON STREETS & WEST B STREETS, STREETScape, TREES, LIGHT, SW, BENCH	Q220				09/04/2003	09/04/2003	\$85,379.00	\$48,000.00	\$0.00	\$48,000.00	
5056010	04923697L	Dixon	Solano	NORTH JACKSON STREETS & WEST B STREETS, STREETScape, TREES, LIGHT, SW, BENCH	Q240				09/04/2003	09/04/2003	\$335,621.00	\$189,000.00	\$0.00	\$189,000.00	
5056012	04924281L	Dixon	Solano	N. ALMOND ST. FROM WEST A ST. TO WEST H ST., ADA RAMPS REHABILITATION	H240				04/14/2005	04/14/2005	\$125,370.00	\$75,000.00	\$0.00	\$75,000.00	
5120223	04924202L	Fairfield	Solano	TRAVIS BLVD. FROM OLIVER RD. TO N. TEXAS ST., SIGNAL UPGRADE, TRAFFIC SIGN, INSTALL FRONT ST. FROM LOGAN ST. TO SR 12	H210				06/26/2005	06/26/2005	\$400,000.00	\$360,000.00	\$0.00	\$360,000.00	
5099007	04923778L	Rio Vista	Solano	ASPHALT CONCRETE OVERLAY-ADV CON	Q240				04/25/2002	04/25/2002	\$94,000.00	\$83,000.00	\$0.00	\$83,000.00	
5099008	04923969L	Rio Vista	Solano	AC OVERLAY	Q240	07/25/2002			07/25/2002	07/25/2002	\$3,000.00	\$2,655.00	\$0.00	\$2,655.00	
5093053	04923526L	Solano County	Solano	ABERNATHY RD FROM FAIRFIELD'S LINEAR PARK NOR. BIKE PATH	Q400	02/05/2002	11/02/2000	09/27/2001	09/27/2001	\$17,000.00	\$15,050.00	\$15,050.00	\$0.00		
5923070	04924273L	Solano County	Solano	ROBINSON ROAD AT BIG DITCH 23C-0185	H110	07/08/2005			07/08/2005	07/08/2005	\$139,000.00	\$111,200.00	\$0.00	\$111,200.00	
5923071	04924278L	Solano County	Solano	REPLACE EXISTING BRIDGE	H400	02/24/2005			02/24/2005	02/24/2005	\$225,913.00	\$200,000.00	\$0.00	\$200,000.00	
6249016	04924225L	STA	Solano	EASTERN SOLANO COUNTY	Q400	07/09/2004			07/09/2004	07/09/2004	\$169,435.00	\$150,000.00	\$0.00	\$150,000.00	
5032011	04923663L	Suisun City	Solano	VARIOUS LOCATIONS THROUGHOUT CITY, STRIPING FOR BIKE LANES	Q400				08/01/2001	08/01/2001	\$44,980.00	\$35,000.00	\$0.00	\$35,000.00	
5032016	04924122L	Suisun City	Solano	DRIFTWOOD DR. FROM MAIN ST. TO CIVIC CENTER, PEDESTRIAN WALKWAY	H240	12/29/2003			08/24/2004	08/24/2004	\$427,311.00	\$310,162.00	\$0.00	\$310,162.00	
5032016	04924122L	Suisun City	Solano	DRIFTWOOD DR. FROM MAIN ST. TO CIVIC CENTER, PEDESTRIAN WALKWAY	H400	12/29/2003			08/24/2004	08/24/2004	\$45,000.00	\$39,838.00	\$0.00	\$39,838.00	
5032018	04924280L	Suisun City	Solano	EMPORER DR. FROM SR 12 TO PINTAL DRIVE, AC OVERLAY	H240				05/12/2005	05/12/2005	\$195,843.00	\$150,000.00	\$0.00	\$150,000.00	
5094030	04923906L	Vacaville	Solano	DAVIS ST. FROM DAVIS PLACE TO MARSHALL RD., CONSTRUCT SIDEWALK, CURB AND GUTTER	Q210	09/15/2004	04/29/2002		07/25/2002	07/25/2002	\$211,828.00	\$190,645.00	\$177,777.67	\$12,867.33	
5094032	04923947L	Vacaville	Solano	EQUIPMENT PURCHASE, PURCHASE OF CNG VEHICLES	Q400	09/15/2004			09/08/2002	09/08/2002	\$367,108.00	\$325,000.00	\$57,810.09	\$267,189.91	
5094033	04923948L	Vacaville	Solano	VARIOUS LOCATION IN THE CITY OF VACAVILLE, INSTALL BIKE RACKS AND LOCKERS	Q400				09/09/2002	09/09/2002	\$39,515.00	\$20,000.00	\$0.00	\$20,000.00	
5094034	04923964L	Vacaville	Solano	NUT TREE RD FROM ALAMO DR. TO ULATIS DR., AC OVERLAY	Q240				02/24/2004	02/24/2004	\$521,858.00	\$462,000.00	\$0.00	\$462,000.00	
5094035	04924029L	Vacaville	Solano	DAVIS ST. FROM MASON ST. TO MAIN ST, LANDSCAPE IMPROVEMENT	H400	07/30/2004			05/27/2003	05/27/2003	\$544,449.00	\$482,000.00	\$471,111.01	\$10,888.99	
5094035	04924029L	Vacaville	Solano	DAVIS ST. FROM MASON ST. TO MAIN ST, LANDSCAPE IMPROVEMENT	Q400	07/30/2004			05/27/2003	05/27/2003	\$0.00	\$0.00	\$0.00	\$0.00	
5094038	04924279L	Vacaville	Solano	ULATIS CRK FROM ALLISON DR TO LEISURE TOWN RD, CLASS 1 BIKE PATH	H400	02/24/2005			02/24/2005	02/24/2005	\$56,937.00	\$50,406.00	\$0.00	\$50,406.00	
5094039	04924299L	Vacaville	Solano	ALAMO DR. FROM MERCHANT ST. TO BUCK AVE, AC OVERLAY AND CURB RAMPS	H400				05/17/2005	05/17/2005	\$421,813.00	\$246,000.00	\$0.00	\$246,000.00	
5094040	04924323L	Vacaville	Solano	CENTENNIAL PARK-BROWNS VILLY PKWY TO ALLISON CLASS 1 AND CLASS II BIKE PATH	H400	05/13/2005			05/13/2005	05/13/2005	\$338,869.00	\$300,000.00	\$0.00	\$300,000.00	
5094041	04924326L	Vacaville	Solano	VACANT CITY LAND FROM ALAMO DR TO CALIFORNIA, CLASS I BIKE PATH	H400	06/31/2005			05/31/2005	05/31/2005	\$338,869.00	\$300,000.00	\$0.00	\$300,000.00	
5030011	04928171L	Vallejo	Solano	SACRAMENTO ST OR (BK NO 23C-0182), SEISMIC RETROFIT	3300	09/01/1996			09/01/1996	09/01/1996	\$75,000.00	\$66,397.00	\$0.00	\$66,397.00	

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

PROJ NO	Dist-EA	Agency	County	DESCRIPTION	PROG CD	LAST BILLED	PE DT	ROW DT	CON DT	MASTER DT	TOT COST	FED FUNDS	EXPENDED	UNEXPENDED	STATUS
5030016	04923785L	Vallejo	Solano	AT VARIOUS LOCATIONS IN THE CITY OF VALLEJO , LOCAL AGENCY BRIDGE INSPECTION	Q120		05/20/1997			05/20/1997	\$0.00	\$0.00	\$0.00	\$0.00	
5030023	04923590L	Vallejo	Solano	FAIRGROUNDS DR FROM GATEWAY DR TO CITY LIMITS , PAVEMENT REHAB AND OVERLAY	Q230	07/29/2004			09/04/2001	09/04/2001	\$530,404.00	\$424,000.00	\$354,842.92	\$69,157.08	
5030023	04923590L	Vallejo	Solano	FAIRGROUNDS DR FROM GATEWAY DR TO CITY LIMITS , PAVEMENT REHAB AND OVERLAY	Q240	07/29/2004			09/04/2001	09/04/2001	\$0.00	\$0.00	\$0.00	\$0.00	
5030029	04923795L	Vallejo	Solano	ISLAND , STREET EXTENSION AND STREETScape	Q220	08/31/2004			05/30/2002	05/30/2002	\$1,114,886.00	\$800,000.00	\$674,348.76	\$125,651.24	
5030030	04923907L	Vallejo	Solano	OAKWOOD AV ROLLINGWOOD DR,SOLANO AV BROADWAY , AC OVERLAY	Q230	09/28/2004	05/30/2002		08/01/2002	08/01/2002	\$0.00	\$0.00	\$0.00	\$0.00	
5030030	04923907L	Vallejo	Solano	OAKWOOD AV ROLLINGWOOD DR,SOLANO AV BROADWAY , AC OVERLAY	Q240	09/28/2004	05/30/2002		08/01/2002	08/01/2002	\$1,566,654.00	\$1,361,000.00	\$1,220,018.25	\$140,981.75	
5030031	04923945L	Vallejo	Solano	ADMIRAL CALLAGHAN LN BETWEEN REDWOOD & ROTARY , INSTALL MEDIAN ISLAND AND STRIPING	H400				01/07/2004	01/07/2004	\$106,260.00	\$70,000.00	\$0.00	\$70,000.00	
5030036	04924292L	Vallejo	Solano	BROADWAY/TENNESSEE ST SIGNALS	Q210		03/18/2005			03/18/2005	\$10,000.00	\$9,000.00	\$0.00	\$9,000.00	
5030038	04924321L	Vallejo	Solano	HUMBOLDT ST. AND ADMIRAL CALLAGHAN LN , AC OVERLAY	H240				06/29/2005	06/29/2005	\$363,553.00	\$313,000.00	\$0.00	\$313,000.00	
											\$363,553.00	\$313,000.00	\$0.00	\$313,000.00	\$5,534,168.39