



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

July 14, 2004

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

**5:30 P.M. Closed Session
6:00 P.M. Regular Meeting**

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director Performance Review.

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

Chair MacMillan

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

**V. OPPORTUNITY FOR PUBLIC COMMENT
(6:05- 6:10 p.m.)**

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

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

STA Board Members:

Karin MacMillan Chair City of Fairfield	Mary Ann Courville Vice Chair City of Dixon	Steve Messina City of Benicia	Marci Coglianese City of Rio Vista	Jim Spering City of Suisun City	Len Augustine City of Vacaville	Anthony Intintoli City of Vallejo	John Silva County of Solano
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STA Alternates:

Harry Price	Gil Vega	Dan Smith	Ed Woodruff	Mike Segala	Rischa Slade	Pete Rey	John Vasquez
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- VI. EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10-6:15 p.m.) – Pg 1
- VII. COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15-6:25 p.m.)
- A. Caltrans Report**
 - B. MTC Report**
 - C. STA Report**
 - 1. Proclamation of Appreciation – Larry Green,** Daryl Halls
YSAQMD
 - 2. Proclamation of Appreciation – Janice Sells** Vice Chair Courville
 - 3. Update of Countywide Transportation Safety Plan** Mike Duncan
- VIII. CONSENT CALENDAR**
- Recommendation: Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)*
- (6:25-6:30 p.m.) – Pg 13
- A. STA Board Minutes of June 9, 2004** Kim Cassidy
Recommendation: Approve minutes of June 9, 2004.
– Pg 15
 - B. Draft TAC Minutes of June 30, 2004** Johanna Masiclat
Recommendation: Receive and file. – Pg 23
 - C. Contract Amendment Number 9 – City of Vacaville** Kim Cassidy
Administrative Services Agreement
Recommendation: Authorize the Executive Director to extend the Administrative Services Agreement with the City of Vacaville for Accounting and Personnel Services for FY 2004/05 for an amount not to exceed \$47,000.
– Pg 29
 - D. Allocation of 1997 Abandoned Vehicle Abatement** Janice Sell
Carryover Funds
Recommendation: Authorize the Executive Director to disperse \$16,518 of unallocated Abandoned Vehicle Abatement Program carryover funds as specified in Attachment A.
– Pg 31
 - E. Appointment of Member to Paratransit Coordinating** Jennifer Tong
Council (PCC)
Recommendation: Appoint George Bartolome to the PCC as a social service provider representative. – Pg 39

- F. Solano Napa Commuter Information FY 04/05 Work Program** Elizabeth Richards
Recommendation: Approve SNCI's FY 04/05 Work Program.
– Pg 43

IX. ACTION ITEMS - FINANCIAL

- A. Contract Amendment # 5 to Employment Agreement with Executive Director** Charles O. Lamoree
Recommendation: Approve Amendment #5 to the Employment Agreement with the Executive Director of the STA.
(6:30-6:35 p.m.) – Pg 47

- B. FY 2004-05 Proposed Budget Revision and Adoption of Initial FY 2005-06 Budget** Daryl Halls
Recommendation:
Approve the following:
1. *Adopt the revised STA FY 2004-05 budget and initial FY 2005-06 initial budget as shown in Attachment A.*
2. *Authorize the establishment of a Program Manager/Analyst Position for Finance/Accounting.*
(6:35-6:45 p.m.) – Pg 49

- C. Programming Second Cycle Federal STP Funds for Local Streets and Roads Projects** Mike Duncan
Recommendations:
Approve the following:
1. *The proposed programming of Second Cycle STP funds for Local Streets and Roads projects as specified in Attachment A.*
2. *Authorize the Executive Director to submit the application for the Second Cycle STP funds for Local Streets and Roads projects, as specified in Attachment A, to MTC no later than August 31, 2004.*
(6:45-6:50 p.m.) – Pg 53

- D. Consultant Contract with Smith, Watts and Co. to Develop Public Information Material for Traffic Relief Plan for Solano County** Daryl Halls
Recommendations:
Approve the following:
1. *Approve the allocation of an additional \$55,000 or \$70,000 for CTEP specific consultant services.*
2. *Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company for development of a public information piece and*

- A. *Production of copies and distribution to 90,000 Solano County voter households for an amount not to exceed \$55,000, or*
 - B. *Production of copies and distribution to 118,000 Solano County voter households for an amount not to exceed \$70,000.*
- (6:50-6:55 p.m.) – Pg 57

X. ACTION ITEMS – NON FINANCIAL

A. Cordelia Truck Scales Relocation Study

Mike Duncan

Recommendations:

Approve the following:

1. *Direct STA staff to revise the Draft Cordelia Truck Scales Relocation Study to include the shorter ramp design within the I-80/I-680/SR 12 Interchange as revised Option 1.*
2. *Endorse the revised Option 1 as the preferred option for relocating the Cordelia Truck Scales and recommend the existing facilities be closed, or closed during peak commute periods, until the Cordelia Truck Scales are relocated/reconstructed.*
3. *Authorize the Executive Director to complete the Cordelia Truck Scales Relocation Study with the following recommendations from the STA Board:*
 - a. *Close the existing Cordelia Truck Scales, or close the scales during peak commute periods, until the scales can be relocated/reconstructed in a location that ensures safe traffic operations on I-80.*
 - b. *Relocate the Cordelia Truck Scales as identified in the revised Option 1 of the Cordelia Truck Scales Relocation Study.*
4. *Authorize the Executive Director to forward the completed Study to the Business, Transportation and Housing Agency requesting action from BT&H on the STA Board recommendations.*
5. *Authorize the STA Chair to send letters to the Secretary of the Business, Transportation and Housing Agency and the Chairman of the California Transportation Commission requesting priority funding for the relocation of the Cordelia Truck Scales and requesting the project for the relocated Cordelia Truck Scales be designated as a “Federal Demonstration Project” for advanced facility design to address all aspects of Homeland Security, Safety and Enforcement.*
6. *Authorize the STA to participate in a follow-on Study to investigate current and proposed technologies to integrate*

into the design of future truck scales facilities to address homeland security, safety and enforcement.
(6:55-7:00 p.m.) - Pg 61

B. Adoption of I-80/I-680/I-780 Major Investment & Corridor Study

Mike Duncan

Recommendations:

Approve the following:

1. *The name change for Mid-Term project 19A from "Benicia – West Military Park & Ride" to "Benicia – Downtown Area Park & Ride."*
2. *Adopt the I-80/I-680/I-780 Major Investment & Corridor Study.*
3. *Authorize the Executive Director to forward the I-80/I-680/I-780 Major Investment & Corridor Study to Caltrans District 4 requesting Caltrans' concurrence with the Study.*

(7:00-7:05 p.m.) – Pg 67

C. Final I-80/I-680/I-780 Transit Corridor Study

Dan Christians

Recommendation: *Approve the Final I-80/680/780 Transit Corridor Study and addendum dated July 2, 2004.*

(7:05-7:10 p.m.) – Pg 83

D. Countywide Transportation for Livable Communities (TLC) Program Guidelines

Robert Guerrero

Recommendations:

Authorize the Executive Director to circulate the Draft Countywide Transportation for Livable Communities (TLC) Guidelines for review and comment.

(7:10-7:15 p.m.) – Pg 89

E. Legislative Update – June 2004

Janice Sells

Recommendation: *Approve a position of Watch on SB 849.*

(7:15-7:20 p.m.) – Pg 101

XI. INFORMATION ITEMS

(No Discussion Necessary)

A. Highway Projects Status Report:

Mike Duncan

- 1) **I-80/I-680/SR 12 Interchange**
- 2) **North Connector**
- 3) **I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7**
- 4) **I-80/I-680/I-780 Transit Corridor Study**
- 5) **Caltrans Auxiliary Lanes Project**
- 6) **Jepson Parkway**
- 7) **Highway 37**

8) **Highway 12 (Jameson Canyon and 12/29 Interchange)**

9) **Highway 12 (East)**

10) **I-80 Widening (Dixon to Vacaville)**

Informational: – Pg 109

B. Solano/Napa Multi-Modal Travel Demand Model Status (Phase I) Update

Dan Christians

Informational: – Pg 113

C. Solano Countywide Pedestrian Plan

Robert Guerrero

Informational: – Pg 117

D. FY 2004-05 TDA and Gas Tax Contributions for STA

Mike Duncan

Informational: – Pg 121

E. Funding Opportunities Summary

Sam Shelton

Informational – Pg 125

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for September 8, 2004, 6:00 p.m. at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: July 2, 2004
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 2004

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

State Budget Remains Unresolved

Attached is a memo from Shaw/Yoder outlining the transportation provisions of the Governor's May Revise for the State Budget. His proposal for transportation will result in reduced funds for transportation, but is less dismal than the draft budget released in January 2004. At this juncture, the Governor and Democratic leadership in Sacramento have not come to an agreement on the final provisions of the budget. One of the critical outstanding issues is an agreement between the Governor and local government pertaining to the protection of local revenues through a state initiative.

STA FY 2004/05 and FY 2005/06 Budget *

Staff has completed for Board consideration the revision to the STA's FY 2004/05 budget and the proposed FY 2005/06 budget. The STA's FY 2004/05 budget is balanced based on current revenues and expenditure projections totaling \$6.238 million. The FY 2004/05 budget includes a recommendation for the establishment of a Program Manager/Analyst position for Finance/Accounting, to be funded pursuant to completion of the STIP/STP fund swap by MTC and STA that was approved previously by the STA Board. This recommendation is consistent with the recommendations contained in the Management Implementation Plan for the STA's Finance and Accounting functions developed last year. This recommendation was reviewed and recommended by the STA's Executive Committee. The FY 2005/06 budget for revenues and expenditures is estimated at \$4.9 million. Staff is anticipating agendaizing an update to the budget in November/December 2004, following the completion of the FY 2003/04 annual audit.

Approval of Cordelia Truck Scales Relocation Study *

On July 12, 2004, the Arterials, Highways and Freeways Subcommittee will be reviewing the final draft of the Cordelia Truck Scales Relocation Study. Staff and the study's consultant have made significant progress in addressing a number of the issues that were raised pertaining to the original draft of the study. Finalization of this study will enable

Executive Director's Memo

July 2, 2004

Page 2

the STA to forward the document to the Business, Transportation & Housing Agency (B, T & H), the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), and the California Transportation Commission (CTC). The study's summary outlines a series of specific recommendations to be provided to the State of California, the key decision-maker for this state owned and operated facility.

Approval of I-80/I-680/I-780 Major Investment and Corridor Study *

Last month, the STA Board approved the list of mid-term and long-term projects located on the I-80, I-680 & I-780 Corridors. Following this action, Mike Duncan and the consultant (Korve Engineering) have completed the Final Draft I-80/I-680/I-780 Major Investment and Corridor Study. This study contains the list of critical freeway projects needed to provide the improvements to relieve traffic congestion, improve commuter express bus service, support ridesharing and vanpooling, and improve travel safety. The I-80/680/780 Corridor Study has been developed in partnership with Caltrans District IV's Traffic Operations and Planning Sections, and members of the Technical Advisory Committee for the cities located on the corridors. This plan is one of the key components of the Arterials, Freeways and Highways Element of the Comprehensive Transportation Plan (CTP).

Approval of I-80/I-680/I-780 Transit Corridor Study *

The I-80/I-680/I-780 Transit Corridor Study has been developed in parallel to the Major Investment and Corridor Study. The Transit Corridor Study, prepared by Dan Christians and the consultant (Wilbur Smith and Associates), identifies the critical commuter, express and inter-city transit services currently in place and new and expanded services recommended for the future. Several of these services will be initiated once new Regional Measure 2 funds are allocated. The study also identifies the new commuter transit services that can be implemented if Solano County voters approve a local revenue source for transportation. The study was developed in partnership with Caltrans District IV Planning and Solano County's transit operators and is a key component of the Transit Element of the Comprehensive Transportation Plan (CTP).

Development of Transportation for Livable Communities (TLC) Guidelines *

Dan Christians and Robert Guerrero have developed draft guidelines for the new Solano County Transportation for Livable Communities (TLC) program being developed by the STA. The TLC program is being developed in partnership with the seven cities and County of Solano through the participation of the STA TAC, Transit Consortium, and Solano County City and County Planners Group. The development of a TLC plan for Solano County is a product of the Regional T-Plus program funded through the Congestion Management Agencies (CMAs) by the Metropolitan Transportation Commission (MTC), an evolutionary next step in the implementation of the Regional TLC and Housing Incentive Programs (HIP). Beginning later this year, the STA will have an estimated \$500,000 per year to fund TLC related projects in Solano County. The TLC plan is an important component of the Alternative Modes Element of the CTP.

Executive Director's Memo
July 2, 2004
Page 3

SNCI's Work Program for FY 2004/05*

Elizabeth Richards has updated the Solano Napa Commuter Information (SNCI) program for FY 2004/05. The SNCI program is the best rideshare program in the Bay Area. The staff provides an invaluable service to the commuting public and Solano County's transit operators. Anna McLaughlin, Yolanda Dillinger and Sorel Klein do a wonderful job staffing the 800 53 KMUTE number, attending various community events, supporting rideshare and vanpoolers, and working with local employers. Johanna Masiclat ably provides their primary administrative support.

STA Board to Recognize Janice Sells

In August, the STA will lose Janice Sells, one of its talented, dedicated and hardworking staff. Janice is retiring from the STA and she and her husband, Lucky, will be moving to New Mexico to be closer to her family. Janice joined the STA in 2000 when the SNCI program transferred from the County of Solano to the STA, and she has played a pivotal role in shaping and expanding the STA's public information and marketing programs, coordinating successful events and public meetings, and working with our federal and state lobbyists to track legislation and pursue federal and state funding. She will be missed.

Attachments: Attached for your information are any key correspondence, the STA's list of acronyms and an update of the STA meeting calendar. Transportation related newspaper articles are included with your Board folders at the meeting.

Attachments:

- Attachment A: Shaw/Yoder's State Transportation Report
- Attachment B: Ferguson Group Federal Report
- Attachment C: STA Acronyms List
- Attachment D: Updated STA Calendar



SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

July 6, 2004

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: UPDATE

Budget

The Legislature is currently at an impasse regarding the passage of a balanced 2004-05 State Budget. Despite positive rhetoric from the legislative leaders in Sacramento recently, two issues divided the parties and the Governor. The first, the passage of the gambling compacts (details to follow), was ultimately resolved after hours of back-and-forth negotiation. However, the second sticking point, the local government "deal" brokered six weeks ago between local government leaders and the Governor proved highly contentious and ultimately led to a breakdown of discussion between the parties on Friday, July 2. Essentially, the Governor negotiated a deal that have local governments contributing \$1.3 billion annually for the next two years to the state, in exchange for Constitutional protections in the future.

Some members of the Legislature, led by Assemblymember Daryl Steinberg (D – Sacramento), sought to alter the agreement in a manner he and others believed would better encourage local governments to develop housing, and hence property tax revenue, over "big box" retail developments that generate large sums of sales tax revenue. The Governor, through sources close to the negotiations, was inclined to accept Assemblymember Steinberg's amendments to the "deal". However, once the local governments heard of the changes, which they are opposed to, the parties reached an impasse. By the afternoon on Friday, the Governor reaffirmed his commitment to the original deal and implored the Legislature to pass the negotiated compromise. The inability of the Legislature and the Governor to agree on this key portion of the budget caused all sides to end budget discussions for the weekend. The Governor has since traveled the state urging lawmakers to pass a budget quickly.

As previously mentioned, the first sticking point last week was over the details of the gambling compacts negotiated between the Governor and five Indian gaming tribes. Some legislators were reluctant to support the deal as they had some specific concerns with the provisions. Last week we informed you that up to \$1.5 billion will be used to pay back loans the state has sequestered from transportation funds. The details are important enough to repeat again:

Tel: 916.446.4656
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1414 K Street, Suite 320
Sacramento, CA 95814

The net proceeds of the bond sale would be deposited into the Traffic Congestion Relief Fund and the Transportation Deferred Investment Fund. The bill then provides for the distribution of the net proceeds of the bonds (expected to be \$1.2 billion based on the current compacts) for the purpose of funding or reimbursing the cost of projects, programs and activities in the following priority order:

- 1) \$457 million to the State Highway Account for STIP project expenditures;
- 2) \$290 million to the Traffic Congestion Relief Program (TCRP) for projects;
- 3) \$384 million to be allocated equally as follows:
 - a) For the advanced repayment of local street and road projects otherwise due for funding in fiscal year (FY) 2008-2009; and,
 - b) To the Public Transportation Account.
- 4) \$83 million to the Public Transportation Account; and,
- 5) Advanced funding of the State Transit Assistance loans otherwise due for funding in FY 2008-2009.

Bottom-line:

The combination of the new Budget Bill deal and last night's enactment of AB 687 and ratification of the first Indian gaming compacts will provide:

- funding for the cash-flow needs of all existing TCRP projects that have already been allocated by the CTC
- some funding for new allocations by the CTC to TRCP projects that have not yet received a vote
- accelerated STIP project funding
- substantial new transit capital project funding
- accelerated streets & roads funding
- the potential for accelerated transit operating funding (i.e. when and if additional tribes sign similar compacts, allowing for increased bond sales above the first \$1.2 billion, but no more than the \$1.5 billion cap, then STA would receive loan repayments)

It is important to note that this revenue will **ONLY BE REALIZED** if the voters of the state reject two gaming initiatives on the ballot in November. There are two initiatives that seek to expand and tax Indian gaming, and in one particular instance, non-Indian gaming in the state.

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The compact ratified by the Governor and the Legislature has a specific provision that, should either of those measures pass, AB 687 is null and void. It is also worth noting that the revenue available through the compacts are already contemplated by state transportation planners. Specifically, the five-year STIP assumes the state repays these loans during the current STIP cycle. Therefore, new capacity is not generated. However, should these funds not materialize, the STIP may need to be reduced substantially if the state cannot meet its obligations in future years.

GARVEE Bonding

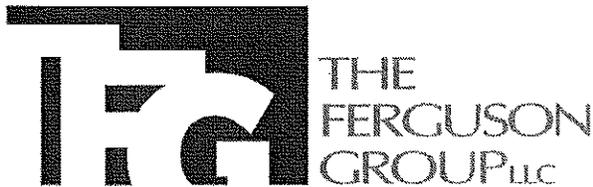
State and local transportation providers are constantly seeking innovative financing techniques to continue transportation project delivery. One such technique involves Grant Anticipation Revenue Vehicles (GARVEE) bonds or notes.

GARVEE bonds are tax-exempt bonds which can be issued by a state and which are backed by a state's future federal transportation appropriations. The intent is for GARVEE bonds to serve as a tool for accelerating transportation projects and realizing cost savings by completing projects at present-day costs. Local agencies must factor in interest and other financing costs when evaluating the potential benefits of GARVEE financing versus the pay-as-you-go or other financing approaches. In 1995, the National Highway System Designation Act authorized federal-aid eligibility for bond related costs of financing transportation projects. In 1998, the federal Transportation Equity Act for the 21st Century (TEA-21) made so-called GARVEE bonds marketable by making bond-related costs eligible for federal reimbursements on federal-aid eligible highway projects.

Recently, the California Transportation Commission has been considering the upcoming use of GARVEE's. CTC staff is proposing that the programming process now work in 3 phases: (1) Adoption of the 2004 STIP without GARVEEs; (2) Selection of projects to fund with GARVEEs; and (3) programming of extra capacity freed up due to use of GARVEEs.

One significant issue is whether extra capacity freed up by use of GARVEEs should stay in the region where the GARVEEs are used, or if priority should go towards projects in regions with unprogrammed balances. Commission staff floated an idea that in some cases GARVEE debt service could be credited "off the top" with only the original project cost being charged to a regional share in the year the project is programmed. The staff believes this would require legislation, and there already is a possible vehicle in the Legislature, SB 1507 (Burton).

At this time, there is not a consensus regarding the repayment of debt service issue. At the last meeting of the Regional Transportation Planning Agencies in Los Angeles, significant consternation with this proposal was vocalized by the smaller transportation agencies. The larger agencies, including LACMTA, OCTA and Riverside, among others, are pleased with the staff proposal and urge the adoption of the "off the top" payback. The Commission has not considered this item as an action yet, preferring to wait until a consensus can be achieved. We expect this item to be considered again by the RTPA's, and perhaps even by the Commission in full, at the July meetings. We will update you on the progress of this item as the STA would not benefit under an off the top debt repayment scenario.



1130 Connecticut Avenue NW ♦ Suite 300 ♦ Washington, DC ♦ 20036 ♦ Phone 202.331.8500 ♦ Fax 202.331.1598

To: Solano Transportation Authority Board of Directors
From: Mike Miller
Date: July 6, 2004
Re: Federal Update

1. Transportation Reauthorization.

Prospects for passing a new six-year transportation reauthorization bill (T3) remain unclear. The TEA-21 extension expires on July 30, leaving only 14 legislative days for Congress to finalize a bill before recessing on July 23. Congress will be in session for most of September with October 1 the target adjournment date.

The threshold issue remains the same: whether Congress can agree on a spending level for the bill. The Senate formally offered a \$318 billion level to the House before the July 4 recess; this figure represents no change from the Senate's initial position on the funding level. The House has promised to respond formally during the July 7 House/Senate Conference Committee meeting and is unlikely to agree with the Senate at this level as House Majority Leader Tom DeLay opposes the \$318 billion figure. Most of the important issues in the bill are directly related to the total spending level. The Bush Administration remains committed to vetoing any bill over \$256 billion.

While some short term options are under discussion there is no clear alternative should Congress fail to pass T3 before adjourning in early October.

By way of background, the Senate bill (S. 1072) authorizes \$318 billion for DOT programs and does not include earmarks for specific projects. The House bill (H.R. 3550) authorizes \$275 billion and includes earmarks for highway projects and transit projects. Earmarks for STA projects – \$21 million for 80/680/12 and \$2 million for Jepson Parkway – are included in the House bill. Senate earmarks are likely to be added at Conference.

2. Appropriations Update.

As outlined in our last report, the House Transportation/Treasury allocation is significantly lower than FY 2004 enacted spending – \$25.4 billion allocated for FY 2005 versus \$28.4 billion enacted in 2004.

The Senate Transportation Appropriations Subcommittee may markup the FY 2005 Transportation bill July 8; the Senate is unlikely to include earmarks prior to Conference. The House may markup its Transportation bill during the week of July 19, but we will track the bill closely as markup could occur at any time.

STA requested funding for two projects: Vallejo Station (\$5 million) and Fairfield/Vacaville Station (\$4 million).



Solano Transportation Authority
Acronyms List
Updated 9/30/03

ABAG	Association of Bay Area Governments	HIP	Housing Incentive Program
ADA	Americans with Disabilities Act	HOV	High Occupancy Vehicle
APDE	Advanced Project Development Element (STIP)	ISTEA	Intermodal Surface Transportation Efficiency Act
AQMP	Air Quality Management Plan	ITIP	Interregional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	ITS	Intelligent Transportation System
BAC	Bicycle Advisory Committee	JARC	Jobs Access Reverse Commute
BCDC	Bay Conservation and Development Commission	JPA	Joint Powers Agreement
CALTRANS	California Department of Transportation	LTA	Local Transportation Authority
CEQA	California Environmental Quality Act	LEV	Low Emission Vehicle
CARB	California Air Resource Board	LIFT	Low Income Flexible Transportation
CCTA	Contra Costa Transportation Authority	LOS	Level of Service
CHP	California Highway Patrol	LTF	Local Transportation Funds
CIP	Capital Improvement Program	MIS	Major Investment Study
CMA	Congestion Management Agency	MOU	Memorandum of Understanding
CMAQ	Congestion Mitigation and Air Quality	MPO	Metropolitan Planning Organization
CMP	Congestion Management Program	MTC	Metropolitan Transportation Commission
CNG	Compressed Natural Gas	MTS	Metropolitan Transportation System
CTA	County Transportation Authority	NEPA	National Environmental Policy Act
CTC	California Transportation Commission	NCTPA	Napa County Transportation Planning Agency
CTEP	County Transportation Expenditure Plan	NHS	National Highway System
CTP	Comprehensive Transportation Plan	OTS	Office of Traffic Safety
DBE	Disadvantage Business Enterprise	PCC	Paratransit Coordinating Council
DOT	Federal Department of Transportation	PCRP	Planning and Congestion Relief Program
EIR	Environmental Impact Report	PDS	Project Development Support
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EPA	Federal Environmental Protection Agency	PMP	Pavement Management Program
FHWA	Federal Highway Administration	PMS	Pavement Management System
FTA	Federal Transit Administration	PNR	Park and Ride
GARVEE	Grant Anticipation Revenue Vehicles	POP	Program of Projects
GIS	Geographic Information System	PSR	Project Study Report

RABA	Revenue Alignment Budget Authority	TDM	Transportation Demand Management
REPEG	Regional Environmental Public Education Group	TFCA	Transportation for Clean Air Funds
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualification	TLC	Transportation for Livable Communities
RTEP	Regional Transit Expansion Policy	TMTAC	Transportation Management Technical Advisory Committee
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	TRAC	Trails Advisory Committee
RTP	Regional Transportation Plan	TSM	Transportation Systems Management
RTPA	Regional Transportation Planning Agency	UZA	Urbanized Area
SACOG	Sacramento Area Council of Governments	VTA	Valley Transportation Authority (Santa Clara)
SCTA	Sonoma County Transportation Authority	W2Wk	Welfare to Work
SHOPP	State Highway Operations and Protection Program	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	YSAQMD	Yolo/Solano Air Quality Management District
SOV	Single Occupant Vehicle	ZEV	Zero Emission Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SP&R	State Planning and Research		
SRITP	Short Range Intercity Transit Plan		
S RTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 st Century		



STA MEETING SCHEDULE (For The Calendar Year 2004)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
July 9	10:00 a.m.	Alternative Modes Committee	STA Conference Room	X
July 9	10:00 a.m.	Arterials, Highways & Freeways Sub Committee	Fairfield Transportation Center	X
July 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
July 14	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
July 16	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Aug. 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Aug. 18	6:30 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	X
Aug. 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Aug. 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Sept. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Sept. 8	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
Sept. 17	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Sept. 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Sept. 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Oct. 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Oct. 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 13	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
Oct. 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Oct. 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Nov. 10	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 10	6:00 p.m.	STA 7 th Annual Awards	Fairfield Jelly Bellies	X

Nov. 19	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Nov. 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Nov. 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Dec. 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Dec. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 29	1:30 a.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

*Agenda Item VIII
June 9, 2004*



DATE: July 2, 2004
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of June 9, 2004.
- B. Draft TAC Minutes of June 30, 2004.
- C. Contract Amendment Number 9 – City of Vacaville Administrative Services Agreement.
- D. Allocation of 1997 Abandoned Vehicle Abatement Carryover Funds
- E. Appointment of Member to Paratransit Coordinating Council (PCC)
- F. Solano Napa Commuter Information FY 04/05 Work Program



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
June 9, 2004

II. CALL TO ORDER

Chair MacMillan called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

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

MEMBERS

ABSENT:

None

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Charles O. Lamoree	STA-Legal Counsel
Dan Christians	STA-Asst. Exec. Dir./Director of Planning
Mike Duncan	STA-Director of Projects
Elizabeth Richards	STA-SNCI Program Director
Kim Cassidy	STA-Clerk of the Board
Janice Sells	STA-Program Manager/Analyst

**ALSO
PRESENT:**

Ed Woodruff	City of Rio Vista – Member Alternate
Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Dale Pfeiffer	City of Vacaville

Eric Ridley

Office of Congresswoman
Ellen Tauscher

John Fisher

Office of Congresswoman
Ellen Tauscher

Doug Kimsey

MTC

IV. APPROVAL OF AGENDA

On a motion by Vice Chair Courville, and a second by Member Messina, the STA Board approved the agenda.

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Plans for Senior/Disabled Transit and Bikes Draw to a Close.
- Updated List of I-80/680/780 Corridor Projects.
- Transportation Conference Committee on Reauthorization to be Formed.
- Transportation Lines Up for Indian Gaming Funds.
- Adoption of Solano County's Big Tent Submittals for MTC's T-2030 Plan.
- Policies for Allocation of CTEP Funds for Streets and Return to Source.
- STA Receives Clean Annual Audit for FY 2002/03.

He noted that a copy of a month-by-month annual calendar of key STA milestones was provided to each Board member.

VII. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans: Yader Bermudez provided a summary report on the 37 widening project, 37/29 Interchange and I-80/680 auxiliary lanes projects.

B. MTC:
None presented.

C. STA Report

1. State Budget Update

Josh Shaw (Shaw Yoder) provided a State Budget update and reported that the Legislature and Administration have agreed to add \$383 million to fund transportation capital expenditures in the 2004-05 budget with \$163 million of these funds marked

specifically for Traffic Congestion Relief Program (TCRP) projects. He further stated the Legislature's Joint Budget Conference Committee approved \$335 million of additional funding for the TCRP through the revenue achieved by renegotiating tribal gaming compacts with certain Indian gaming tribes, which combined with \$163 million in committed funding, will be enough to fund all anticipated allocation votes in the 2004-05 Budget year.

Paul Yoder (Shaw Yoder) provided an update on SB 849, pertaining to the MTC/ABAG merger.

2. I-80/I-680/SR 12 Corridor Study

Mike Duncan provided a summary of mid and long-term projects on the I-80, I-680 and I-780 Corridors and potential delays and bottlenecks if projects are not completed.

VIII. CONSENT CALENDAR

On a motion by Member Intintoli, and a second by Member Silva, the consent items were unanimously approved.

A. STA Board Minutes of May 12, 2004

Recommendation: Approve STA Board minutes of May 12, 2004.

B. Approve Draft TAC Minutes of May 26, 2004

Recommendation: Receive and file.

C. Consultant Contract with Smith, Watts and Co. to Provide Consultant Services for Development of the County Transportation Expenditure Plan – Public Information Materials

Recommendation: Approve the following:

1. Approve the allocation of an additional \$45,500 in Federal STP/STIP Swap Funds for CTEP specific consultant services.
2. Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company for development of a public information piece, production of 121,000 copies and distribution to Solano County's registered voters for an amount not to exceed \$60,000.

D. STA's FY 2002/03 Annual Audit and Financial Reports

Recommendation: Accept the Annual Audit of STA's FY 2002/03 Budget.

E. Contract Amendment No. 5-Project Delivery Management Group for Project Management Services for the I-80/I-680/SR12 Interchange (including North Connector) Project

Recommendation: 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 for an amount not to exceed \$85,000 until June 30, 2005.

F. FY 2004-05 TDA Distribution for Solano County

Recommendation: Approve the following:

1. The TDA Distribution for Solano County as specified in Attachment A.
2. Authorize the Executive Director to recommend to MTC approval of FY 2004-05 TDA claims by member agencies made in accordance with Attachment A.

G. Allocation of Federal Cycle Funds for Local Streets and Roads

Recommendation: Authorize the STA Chair to send a letter to MTC requesting a reevaluation of the MTC funding policy for the Local Streets and Road Shortfall Program with a goal of developing a more equitable allocation policy for the Third Cycle of Federal funding.

IX. ACTION ITEMS: FINANCIAL

A. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2004-05 and FY 2005-06

Mike Duncan provided an update to the Draft STAF Program Allocation for FY 2004-05 and FY 2005-06, including revenue estimates and projects/programs to develop a proposed 2-year program.

Recommendation: Approve the following:

1. The State Transit Assistance Funds (STAF) program for FY 2004-05 as specified in Attachment A.
2. The State Transit Assistance Funds (STAF) program for FY 2005-06 as specified in Attachment B.

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

B. Fiscal Year 2004-05 TDA Article 3 Program and 5-Year TDA Article 3 Bicycle/Pedestrian Plan

Robert Guerrero discussed the summary of bicycle and pedestrian project requests submitted for project adjustments and inclusion in the 2004-2009 5-Year TDA Article 3 Bicycle/Pedestrian Plan.

Recommendation: Adopt a resolution as specified in Attachment C approving the Solano TDA Article 3 applications for projects listed in Year 1 (Fiscal Year 04-05) of the 5-Year TDA Article 3 Bicycle/Pedestrian plan as specified in Attachment B.

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

X. ACTION ITEMS: NON-FINANCIAL

A. Policy for Allocation of Local Return to Source Funds from Proposed Transportation Sales Tax Expenditure Plan

Daryl Halls described the recommended percentage of revenue (10%) generated by the proposed sales tax measure for funds dedicated to Local Return to Source Projects. He recommended that funds be allocated based on current and projected population of each jurisdiction averaged over the 30-year term of the plan.

Board Comments:

Member Coglianese stated her dissatisfaction with the Association of Bay Area Government (ABAG) growth projections and indicated the totals were inconsistent with the general plan for Rio Vista.

Recommendation: Approve the following:

1. Adopt a policy for the allocation of future Transportation Sales Tax revenues to member agencies for Local Return to Source Projects based on population averaged over the 30- year term of the expenditure plan as specified in Attachment C.
2. Direct staff to agendize for STA Board review and reconsideration the policy for allocation of funds for Local Return to Source Projects every ten years as part of the review of the County Transportation Expenditure Plan.

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

B. Local Streets Funding Formula for Proposed Sales Tax

Mike Duncan summarized the current STA adopted policy for allocating future streets and roads funds based on 1.5 (60%) population to 1 (40%) center lane miles. He further highlighted the recommendation of the Local Funding Subcommittee to modify the policy based on a compromise between the existing policy and recommendation of the TAC (80% population to 20% center lane miles). The revised proposal was from a policy based on 66.7% population and 33.3% center lane miles.

Board Comments:

Member Silva indicated his support for this formula for funding and requested that it be revisited in 10 years as part of the revenue of the expenditure plan. Member Augustine requested the policy be revisited after Prop 42 funds are assessed.

Recommendation: Approve an amendment to the STA policy for the allocation of future Transportation Sales Tax revenues to member agencies for local road rehabilitation based on a formula of 2:1 (66.7% population to 33.3% center lane miles) as specified in attachment B.

On a motion by Member Silva, and a second by Member Messina, the STA Board approved the recommendation, with a provision that if Proposition 42 funds become available the Board will bring this item back for review.

C. Big Tent Projects for Transportation 2030

Dan Christians identified potential projects and long term funding implementing priority projects of the STA and member agencies.

Recommendation: Approve the following:

1. Proposed list of Big Tent projects proposed for T-2030 for Solano County as specific in Attachment A; and
2. Authorize the Executive Director to submit the proposed list of Big Tent projects for Solano County to MTC for inclusion into T-2030.

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

D. Request to Maintain Funding from MTC for Solano Napa Commuter Information (SNCI) Program

Elizabeth Richards discussed MTC's decision not to extend the Regional Rideshare Program (RRP) contract with RIDES/SNCI for another five years after FY 2004-05. She further noted the contract will be put out to bid and the RTP under development proposes rideshare funding be reduced by 30% effective FY 2007-08.

Recommendation: Authorize the STA Chair to forward a letter of support to MTC to maintain Regional Rideshare Program funding for the Solano Napa Commuter Information program.

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

E. I-80/680/780 Corridor Study – Mid-Term and Long-Term Projects

Mike Duncan identified the mid-term and long-term projects, which address current and future congestion, while balancing traffic flow throughout the corridor. He also reviewed changes recommended at the TAC meeting of May 26, 2004.

Recommendation: Approve the following:

1. The revised Draft Mid-term Projects List, for the I-80/680/780 Corridors, as specified in Attachment A.
2. The Draft Long-term Projects List, for the I-80/680/780 Corridors, as specified in Attachment B.

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

F. Senior and Disabled Transit Study

Robert Guerrero provided an overview of the Senior and Disabled Transit Study's goals and objectives; plan development, project overview, action plan, plan adoption steps and next steps.

Recommendation: Approve the Solano County Senior and Disabled Transit Study as part of the Transit Element of the Solano Comprehensive Transportation Plan.

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

G. Solano Countywide Bicycle Plan Update

Robert Guerrero provided an update to the draft plan and noted the plan includes a current countywide comprehensive map, related project costs, changes to the plan, updated countywide maps illustrating existing and proposed bike routes, and next steps.

Recommendation: Adopt the Countywide Bicycle Plan update as part of the Alternative Modes Element of the Solano Comprehensive Transportation Plan.

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

H. Legislative Update – May 2004

Janice Sells provided a legislative update for May 2004 and discussed the staff recommendation to adopt a support position for SCA 20.

Recommendation:

Adopt a support position for SCA 20.

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

XI. INFORMATION ITEMS

- A. Draft County Transportation Expenditure Plan Update (CTEP)**
- B. State Budget Update**
- C. Cordelia Truck Scales Relocation Study - Update**
- D. MTC Obligation Plan for FY 2003/04 for Federal Funds**
- E. Route 30 Performance Status**
- F. Dixon Community Based Transportation Plan Status**
- G. Funding Opportunities Summary**

XII. BOARD MEMBER COMMENTS

XIII. ADJOURNMENT

CERTIFIED BY *Te*



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
June 30, 2004

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Robert Meleg	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Ed Huestis	City of Vacaville
Gian Aggarwal	City of Vacaville
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Janice Sells	STA
Sam Shelton	STA
Jennifer Tongson	STA
Johanna Masielat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

CALTRANS: None presented.

MTC: None presented.

STA: Jennifer Tongson announced the upcoming Paratransit Coordinating Council (PCC) meeting is scheduled for Friday, July 16, 2004. Jennifer requested that she be notified of the TDA claims that need to be presented to the PCC.

Janice Sells informed TAC members that nomination requests for the annual STA Awards Ceremony would be mailed on July 19, 2004.

V. CONSENT CALENDAR

On a motion by Gary Cullen, and a second by Michael Throne, the STA TAC approved the consent calendar.

Recommendation:

- A. Minutes of the TAC Meeting of May 26, 2004
- B. STA Board Meeting Highlights – June 9, 2004
- C. STIA Board Meeting Highlights – June 9, 2004
- D. Updated STA Meeting Schedule for 2004
- E. Funding Opportunity Summary
- F. Title Transfer for Solano Paratransit Vehicles

Recommendation:

Recommend the STA Board of Directors authorize the Executive Director to transfer the titles for the Solano Paratransit vehicles specified in Attachment A to Fairfield-Suisun Transit.

- G. Abandoned Vehicle Abatement 1997 Carryover Funding Requests

Recommendation:

Forward a recommendation to the STA Board to approve the expenditure of the Abandoned Vehicle Abatement 1997 carryover funds as follows:

City of Benicia	\$ 5,316.26
City of Fairfield	\$ 2,995.00
County of Solano	\$ 889.95
City of Vacaville	<u>\$ 7,316.79</u>
Total	\$ 16,518.00

- H. Legislative Update – June 2004

Recommendation:

Recommend to the STA Board to Watch SB 849.

- I. Solano Napa Commuter Information FY 04/05 Work

Recommendation:

Approve SNCF's FY-04/05 Work Program.

VI. ACTION ITEMS

A. Adoption of I-80/I-680/I-780 Major Investment and Corridor Study

Mike Duncan reviewed the STA Board approved mid-term and long-term prioritized list of corridor projects. He cited that additional comments are still being addressed to the Final Draft and will be incorporated into the study to be considered for adoption at the STA Board meeting on July 14, 2004.

City of Benicia's Michael Throne requested a change to Mid-Term Project #19A, Benicia-West Military Park & Ride to read as Benicia Downtown Area Park & Ride.

Recommendation:

Recommend the following to the STA Board of Directors:

1. Adopt the I-80/I-680/I-780 Major Investment & Corridor Study.
2. Authorize the Executive Director to forward the I-80/I-680/I-780 Major Investment & Corridor Study to Caltrans District 4 requesting Caltrans' concurrence with the Study.

On a motion by Paul Wiese, and a second by Janet Koster, the STA TAC approved the recommendation as amended.

B. Final I-80/I-680/I-780 Transit Corridor Study

Dan Christians presented several major elements recommended to meet projected travel demands up to the year 2030 which have been incorporated into the overall Final Plan to the I-80/I-680/I-780 Transit Corridor study.

After further discussion, Dale Pfeiffer stated that for any transit consolidation study that would recommend a consolidated transit district, affected cities would need to opt into the district and not be forced to join the district. TAC members concurred.

Recommendation:

Recommend to the STA Board to approve the Final I-80/I-680/I-780 Transit Corridor Study.

On a motion by Dale Pfeiffer, and a second by Michael Throne, the STA TAC approved the recommendation.

C. Programming Second Cycle Federal STP Funds for Local Streets and Roads Projects

Mike Duncan reviewed the proposed programming of Second Cycle STP funds for Local Streets and Roads Projects for Solano County for FY 2005-06 and FY 2006-07. He noted that STA must submit the application for the proposed program to MTC no later than August 31, 2004 and each qualifying agency receiving funds is required to submit a Resolution of Local Support and Opinion of Legal Counsel to MTC no later than December 1, 2004.

Recommendation:

Recommend to the STA Board of Directors the following:

1. Approve the proposed programming of Second Cycle STP funds for Local Streets and Roads projects as specified in Attachment A.
2. Authorize the Executive Director to submit the application for the Second Cycle STP funds for Local Streets and Roads projects, as specified in Attachment A, to MTC no later than August 31, 2004.

On a motion by Michael Throne, and a second by Gary Cullen, the STA TAC approved the recommendation.

D. Cordelia Truck Scales Relocation Study

Mike Duncan outlined the issues currently under evaluation and the steps needed for the State to determine the future location and configuration of replacement scales for the Cordelia facilities for Option 1 and 3. Mike also explained the comparison on capital cost and long-term operations cost between both options.

Recommendation:

Recommend to the STA Board of Directors:

1. Direct STA staff to revise the Draft Cordelia Truck Scales Relocation Study to include the shorter ramp design within the I-80/I-680/SR 12 Interchange as revised Option 1.
2. Endorse the revised Option 1 as the preferred option for relocating the Cordelia Truck Scales and recommend the existing facilities be closed or closed during peak commute periods until the Cordelia Truck Scales are relocated/reconstructed.
3. Authorize the Executive Director to complete the Draft Cordelia Truck Scales Relocation Study with the following recommendations from the STA Board:
 - A.) Close the existing Cordelia Truck Scales, *or close the scales during peak commute periods*, until the scales can be relocated/reconstructed in a location that ensures safe traffic operations on I-80.
 - B.) Relocate the Cordelia Truck Scales as identified in the revised Option 1 of the Cordelia Truck Scales Relocation Study.
4. Authorize the Executive Director to forward the completed Study to the Business, Transportation and Housing Agency requesting action from BT&H on the STA Board recommendations.
5. Authorize the STA Chair to send letters to the Secretary of the Business, Transportation and Housing Agency and the Chairman of the California Transportation Commission requesting priority funding for the relocation of the Cordelia Truck Scales and requesting the project for the relocated Cordelia Truck Scales be designated as a "Federal Demonstration Project" for advanced facility design to address all aspects of Homeland Security, Safety and Enforcement.
6. Authorize the STA to participate in a follow-on Study to investigate current and proposed technologies to integrate into the design of future truck scales facilities to address homeland security, safety and enforcement.

On a motion by Dale Pfeiffer, and a second by Janet Koster, the STA TAC approved the recommendation as amended.

E. Countywide Transportation for Livable Communities (TLC) Program Guidelines

Dan Christians summarized the TLC funding process for countywide priority projects. He cited that funding for the Solano County Countywide TLC Program is expected to be \$525,000 for the first cycle (FY 2005-06 to FY 2006-07) and \$1.6 M for cycle 2 (FY 2007-08 to FY 2008-09).

Recommendation:

Recommend the STA Board circulate the Draft Countywide Transportation for Livable Communities (TLC) Guidelines for review and comment.

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

VII. INFORMATION ITEMS

A. Solano/Napa Multi-Modal Travel Demand Model Status (Phase I) Update

Dan Christians provided a progress report on the development of the Solano/Napa travel demand model (Phase I) which is designed to replicate the super-regional travel behavior that occurs in Solano and Napa counties.

B. Solano Countywide Pedestrian Plan

Dan Christians informed the TAC members that a priority projects list and associated costs to the Plan is underway and a draft will be presented to the TAC in August for further discussion. He noted that final comments on the working draft are due July 28, 2004.

C. Highway Projects Status Report:

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)

Mike Duncan provided a detailed update to each of the major highway projects in Solano County.

D. FY 2004-05 TDA and Gas Tax Contributions for STA

Mike Duncan reviewed the updated FY 2004-05 TDA and Gas Tax Contribution amounts from member agencies.

E. Additional Comments

Daryl Halls distributed to the TAC members the "Traffic Relief Plan for Solano County" Draft County Transportation Expenditure Plan recently approved by the STIA Board of Directors on June 28, 2004.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:05 p.m. The next regular meeting of the STA TAC is scheduled for Wednesday, August 25, 2004 at 1:30 p.m.



DATE: July 2, 2004
TO: STA Board
FROM: Kim Cassidy, Administrative Services Director
RE: Contract Amendment Number 9 – City of Vacaville
Administrative Services Agreement

Background:

In order to successfully implement the program priorities and policy direction of the STA Board, it is imperative that adequate staff resources are available. In 1996, the STA separated from the County of Solano and became a separately staffed agency. At that time, the STA contracted with the City of Vacaville to provide administrative support services. These services are renewed on an annual basis and include the following:

1. Accounting Services
2. Personnel Services

In FY 2003-04 administrative services were budgeted in the amount of \$48,000 (\$41,000 for accounting, \$7,000 for personnel) and Charles O. Lamoree was retained as Legal Counsel for STA through a separate consultant agreement.

Discussion:

The STA's annual administrative services support contract with the City of Vacaville expired on June 30, 2004. The City of Vacaville continues to provide the STA with accounting and personnel services at an affordable and cost-effective rate. Staff recommends renewing the administrative services contract with the City of Vacaville for Accounting and Personnel Services for FY 2004/05.

Fiscal Impact:

The fiscal impact is a total annual expense of \$47,000 to be covered by the STA (\$32,900 = 70%) and SNCI's (\$14,100 = 30%) General Operations Services and Supplies budget for FY 2004/05.

Recommendation:

Authorize the Executive Director to extend the Administrative Services Agreement with the City of Vacaville for Accounting and Personnel Services for FY 2004/05 for an amount not to exceed \$47,000.



DATE: July 2, 2004
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Allocation of 1997 Abandoned Vehicle Abatement
Carryover Funds

Background:

The Solano Transportation Authority administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. Those duties include disbursing funds collected by the State Controller's Office from DMV registrations in the amount of \$1 per registered vehicle. Since 1997, the AVA administrator is required by state guidelines for the program to disburse all funds collected during the current fiscal year.

Discussion:

The recently completed 2002-03 STA Audit identified \$16,518 in 1997 carryover funds available for the AVA program. Since those residual funds are not tied to current year distribution, STA staff has asked all eligible jurisdictions to submit capital requests for use in the Abandoned Vehicle Abatement Program. The following requests have been received:

	Requested Funds
City of Benicia	\$ 6,837.00
City of Fairfield	\$ 2,995.00
County of Solano	\$ 889.95
City of Vacaville	<u>\$ 8,316.96</u>
Total Requested	\$19,338.91

After reviewing all requests received through June 21, 2004, staff is recommending the following:

	Recommended Funds
City of Benicia	\$ 5,516.26
City of Fairfield	\$ 2,995.00
County of Solano	\$ 889.95
City of Vacaville	<u>\$ 7,116.79</u>
Total Recommended	\$16,518.00

On June 30, 2004, the STA TAC recommended the approval of the expenditure of \$16,518 in unallocated AVA funds for the above referenced capital purchases.

Recommendation:

Authorize the Executive Director to disperse \$16,518 of unallocated Abandoned Vehicle Abatement Program carryover funds as specified in Attachment A.

Attachments:

- A. AVA Program Capital Funding
- B. City of Benicia Request
- C. City of Fairfield Request
- D. County of Solano Request
- E. City of Vacaville Request

**Abandoned Vehicle Abatement Program Capital Funding
July 6, 2004**

Jurisdiction	Requested Equipment	AVA Funding
City of Benicia Benicia		
Computer		
Field Incident Based Reporting License		
Digital Camera and docking station		
NexTel phone and one year contract	6,837.00	5,516.26
City of Fairfield		
Computer	2,995.00	2,995.00
County of Solano		
2 Sony Digital Handycam Camcorder		
3 "Ultra light Flip Phones"	889.95	889.95
City of Vacaville		
3 Computer Systems		
Scanner		
Camera	8,316.70	7,116.79
Total	19,038.65	16,518.00



BENICIA POLICE DEPARTMENT

200 East "L" Street • Benicia, CA 94510

(707) 745-3412 • Fax 746-0131

June 18, 2004

Ms. Janice Sells
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Expenditure of Funds

Ms. Sells:

The Benicia Police Department has \$1,250.76 in funds available through your agency. In addition, you have informed me that there are additional monies available to all county participants. This letter will outline our request to receive and expend these monies.

PROPOSAL

A specific police department employee, our Records Clerk, is designated as our Vehicle Abatement record keeper and information processor. The Record Clerk keeps both automated and manual records of abandoned and abated vehicles, completes quarterly reports for your organization, receives and processes quarterly reimbursements from the STA, inputs data entry relative to all abandoned and towed vehicles, takes citizen reports of abandoned vehicles, completes certified letters that are sent to registered owners, and completes vehicle release requests.

It is our request to utilize the existing funds to replace and update the technological equipment and software used by the Record Clerk to perform the functions associated with her involvement with STA reporting tasks. This upgraded technology will allow our Record Clerk to perform her duties and interact with our Patrol and Dispatch personnel in a more efficient manner. The result will be improved tracking and reporting of abated vehicles.

JUSTIFICATION

At the current time, the Benicia Police Department's Record Clerk works with an outdated computer and printer set up. The bulk of the funds requested are to simply replace the desktop computer and network printer utilized by the Record Clerk in the performance of her abandoned vehicle reporting duties.

The computer also lacks the software program that allows the Record Clerk access to various tables and fields that officers utilize in their computer generated field reports. In addition, this software program will allow the Clerk the ability to conduct quality control checks, retrieve officers abandoned vehicle reports in a more timely manner, and locate some reports that may not have uploaded properly into our midframe computer system.

"QUALITY POLICING - COMMITTED TO YOU"

James E. Trimble³⁴ Chief of Police

In addition to the new computer hardware and software, two other items are requested to improve upon the efficiency and effectiveness of our reporting and tracking procedures. A mid-level digital camera will assist patrol officers and our abandoned vehicle officer in documenting the condition and circumstances surrounding each vehicle that is towed. The purchase of a NexTel cellular phone will allow both the abandoned vehicle officer and Record Clerk direct communication with patrol officers, dispatchers, and citizens during the performance of their duties relative to abandoned and abated vehicles.

NECESSARY EQUIPMENT AND COSTS

Expected expenditures are itemized below. The total expenditures from this request will total

Compaq Desktop computer w/ keyboard	\$1,405+
19" flat screen monitor	546+
HP 4650DN color printer	2,093+
Computer (CAT 5) cabling	300*
Field Incident Based Reporting (FIBR) License	850*
One year FIBR maintenance fees	170*
Kodak Digital camera and docking station	419+
Kodak memory card for the digital camera	56+
NexTel phone and one year contract	530*
TOTAL	\$6,369
TAX	468

+ = Printed price quotes attached

* = Verbal quote received from sales reps that provide current service to BPD

TOTAL REQUEST FOR AUTHORITY FUNDING: \$6,837

If there are any questions, please contact me at (707)746-4259 or via e-mail at mdaley@ci.benicia.ca.us

Sincerely,



Lt. Michael Daley
Services Division Commander



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

June 17, 2004

COUNCIL

Mayor
Karin MacMillan
(707) 428-7385

Vice Mayor
Harry T. Price
(707) 429-6298

Councilmembers
(707) 429-6298

Jack Batson
John English
Marilyn Farley

Ms. Janice Sells
Project Manager Analyst
1 Harbor Center Ste 130
Suisun City, California 94585

Dear Ms. Sells:

...

City Manager
Kevin O'Rourke
(707) 428-7400

...

City Attorney
Greg Stepanich
(707) 428-7419

...

City Clerk
Gina Merrell
(707) 428-7384

...

City Treasurer
Oscar G. Reyes, Jr.
(707) 428-7487

DEPARTMENTS

Community Services
(707) 428-7465

...

Finance
(707) 428 7498

...

Fire
(707) 428-7375

...

Human Resources
(707) 428-7394

...

Planning & Development
(707) 428-7461

...

Police
(707) 428-7551

...

Public Works
(707) 428-7485

I am enclosing a request for funds for a computer that will better serve our tow officer in the performance of his duties. By purchasing this computer, the tow officer will be able to personally track all citations and complaints, use computer programming to better schedule his route to be more efficient, and have the capability of wireless communications to quickly check DMV records on vehicles. The tow officer will also be able to store digital pictures of all towed vehicles should there be an issue of the tow in the future. The total amount for the computer is \$2995. Although the attached price lists shipping and insurance, I feel that if we are allotted this amount, the department can pay for the shipping and insurance. Our tow officer tows on the average, 8 vehicles a day roughly 30 vehicles a week. He consistently gets complaints on a daily basis of abandoned vehicles. This piece of equipment will allow the tow officer to become better organized and competent in his duties. If you have any questions, please feel free to contact me.

Sincerely,

Al Baogs, Sergeant
Fairfield Police Department
Traffic Unit
707 428-7524

JUN 16 2004



Department of
Resource Management
470 CHADBOURNE ROAD SUITE 200
FAIRFIELD, CALIFORNIA 94533-6301
www.solanocounty.com
707-421-6765. FAX (707) 421-4805

Building & Safety Division

Carlos H. Silva, Sr.
Building Official

MEMORANDUM

DATE: June 16, 2004

TO: Ms. Sells, STA

FROM:  Carlos H. Silva, Building Official

SUBJECT: Equipment Request

We understand that STA has funds available for the purchase of equipment for the vehicle abatement program.

Below is a list of equipment we would like to purchase in FY04/05. The estimated cost is \$889.95. We attached additional documentation for reference.

Please let me know if this can be approved by your agency. If you have any questions, please call me at 707-421-6765.

Thank you.

2 - Sony Digital 8 Handycam Camcorder w/2.5 LCD and Digital Still (SONDCRTRV460)

3 - AT&T LG G4011 "Ultra-light Flip Phones"

Attachments

Cc: File

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
PAULINE CLANCY, Vice Mayor
STEVE HARDY
RISCHA SLADE
STEVE WILKINS

JUN 21 2004



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

Solano Transportation Authority
Attn: Janice Sells, Project Manager/Analyst
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Janice:

The City of Vacaville Neighborhood Services Division, Code Compliance is requesting the available funding from the Abandoned Vehicle Program. We would like to use the funds specifically for equipment used for the Abandoned Vehicle Program. Attached you will find copies of cost and equipment requested. Thank you in advance for this opportunity to request funds to assist in purchasing the necessary equipment to continue operating this program successfully.

Sincerely,

Anne Putney
Senior Housing and Redevelopment Specialist

DEPARTMENTS: Area Code (707)

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5154	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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DATE: July 1, 2004
TO: STA Board of Directors
FROM: Jennifer Tongson, Projects Assistant
RE: Appointment of Member to Paratransit Coordinating
Council (PCC)

Background:

The Paratransit Coordinating Council (PCC) currently has five (5) vacancies: one for Low Income Representative, two for Social Service Provider, one for Health and Social Services, and one for Member-at-Large. PCC candidates are encouraged to attend at least two PCC meetings and submit a letter of interest to the PCC. The PCC members evaluate the PCC candidate either through an informal or formal interview process and make a recommendation to the STA Board to appoint the new PCC member.

Discussion:

George T. Bartolome has attended two meetings since September 2003. He has been an active participant during his time with the PCC, from providing comments on the Senior and Disabled Transit Study to volunteering for the FTA Section 5310 Program scoring subcommittee. He currently works with the Vallejo City Unified School District's Transition Partnership Program, which assists students' transition into the work force. His previous work experience has taken him to faraway places, ranging from being an instructor and safety officer for USARC/PACE in Vallejo, a technical consultant and project engineer for Virgo Star Limited in Hong Kong, China, and a plant manager for Stanford Microsystems, Inc. in the Philippines.

In June, the PCC unanimously approved the recommendation to nominate George Bartolome to the PCC.

Recommendation:

Appoint George Bartolome to the PCC as a social service provider representative.

Attachments:

- A. George Bartolome's Letter of Interest
- B. Resume for George Bartolome

March 11, 2004

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

Attention: Ms. Jennifer Tongson

Dear Ms. Tongson,

This is to formally express my desire to be considered as one of the members of the Solano Paratransit Coordinating Council.

My interest in rendering services to this Council is related to the various endeavors and needs of my present work. I work with the Vallejo City Unified School District's Transition Partnership Program. The program transition students from school to the world of work. A great part of the employment needs of these transitioning students is their ability to have access to any means of public and private transport.

As a member of the Council, I can definitely relate to the requirements of the community and hope to contribute in making sound and fruitful considerations.

Very truly yours,



GEORGE T. BARTOLOME

GEORGE T. BARTOLOME
34 GARTHE COURT
VALLEJO, CALIFORNIA 94591

PROFESSIONAL EXPERIENCE:

2000-PRESENT

VALLEJO CITY UNIFIED SCHOOL DISTRICT
SPECIAL EDUCATION DEPARTMENT
(Transition Program and Workability I)

Job Coach

Responsibilities include establishing working relationships with employers and students; develop job analysis reports; implement job skills program and set up job support elements; mobility training for students with various disabilities using public transport; coordinate registration and scheduling of Everest School students using paratransit facilities in Solano County and other Bay Area communities; ensure students to be successful at jobsite and obtain gainful employment.

1998-2000

USARC-PACE / PACE PLAZA, Vallejo, CA.
(Learning Program for developmentally disabled adults)

Instructor and Safety Officer

Responsibilities include classroom teaching; community services/outings guidance; client transport scheduling/dispatching; assist School District teachers in classroom activities; job coaching; implementation and promulgation of Safety Programs.

1985-1998

VIRGO STAR LIMITED, Hong Kong, China
Technical Consultant/Project Engineer

Responsibilities include Plant and Facilities maintenance; vehicle fleet maintenance and repair; installation of mechanical and electrical equipment/set-ups; construction of factory and office buildings.

1969-1985

STANFORD MICROSYSTEMS, INC., Philippines
Plant Manager/Operations Manager

Responsibilities include factory set up and maintenance; facilities upgrade and rehabilitation.

EDUCATION:

UNIVERSITY OF THE PHILIPPINES
Diliman, Quezon City, Philippines
B.S. in Industrial Engineering, 1969
(Equivalency report on federal accreditation.)



DATE: July 1, 2004
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Solano Napa Commuter Information FY04/05 Work Program

Background:

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. Since 1995, it has been funded by the Metropolitan Transportation Commission (MTC), originally via direct contract and since FY00/01, via a subcontract with RIDES for Bay Area Commuters (a non-profit agency which manages the Bay Area ridematching database). RIDES and SNCI are the two entities that comprise MTC's Regional Rideshare Program (RRP). To secure the funding that began in FY00/01, RIDES/SNCI had successfully competed for a five-year contract which includes an option for MTC to extend for another five years. FY04/05 is the fifth year of this five-year contract.

Each year RIDES and SNCI's Work Program is revisited and updated along with the budget. Two years ago, MTC created a Rideshare TAC comprised of the RRP funding partners (CMAs and BAAQMD) and other major Transportation Demand Management (TDM) practitioners in the Bay Area. The RRP Work Program is being modified based on the TAC's input; SNCI's Work Program for the RRP will be modified accordingly.

The SNCI program also receives funding from Solano County locally programmed Transportation for Clean Air funds (TFCA) from the Bay Area Air Quality Management District (BAAQMD), Eastern Solano Congestion Management Air Quality (ECMAQ) funds and special projects from the Yolo Solano Air Quality Management District (YSAQMD). These funds are allocated annually on a competitive basis. The air district funds have allowed SNCI to introduce services that would not otherwise be available such as incentives, a guaranteed ride home program, and a wide range of localized services.

Discussion:

The combination of MTC/RIDES, BAAQMD, Eastern Solano CMAQ, and YSAQMD funds and contract obligations comprise SNCI's Work Program for Solano. These range from customer service, administration of incentives and vanpool services to technical assistance and marketing campaign coordination. To date in FY03/04, SNCI has handled over 3,500 commute information calls, distributed 44,336 pieces of transit and 29,376 pieces of other commuter information pieces, staffed 50 events, and created over a dozen new vanpools. SNCI staff organized the California Bike to Work campaign in Solano and Napa counties, administered several incentive programs and has been an active project partner of local Air Quality Resource

Teams. A more comprehensive summary of SNCI program activities for FY03/04 will be prepared after the year's data has been compiled and will be presented for the Board's review. The Consortium and TAC have both reviewed and recommended approval of SNCI's FY04/05 Work Program.

A separate Work Program will be presented to the Napa County Transportation Planning Agency (NCTPA) as SNCI's services vary slightly by county due to variations in funding. The attached Solano County Work Program highlights several SNCI key activities and is presented for the Board's review and approval.

Financial Impact:

SNCI's Work Program elements are funded by contracts and grants from the Metropolitan Transportation Commission, the Bay Area Air Quality Management District, Eastern Solano CMAQ, and the Yolo Solano Air Quality Management District.

Recommendation:

Approve SNCI's FY04/05 Work Program

Attachment

A. SNCI FY04/05 Work Program

**Solano Napa Commuter Information
Work Program
FY04/05**

1. Customer Service: Provide high quality, personalized rideshare, transit, and other non-drive alone trip planning services to the general public. Incorporate regional customer service tools such as 511, 511.org, TranStar and others.

2. Employer Program: Be a resource to Solano and Napa employers who need commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordinate with Solano EDC, Napa EDC, chambers and other business organizations.

3. Vanpool Program: Form 25 vanpools and handle the support of over 50 vanpools while assisting with the support of several dozen more.

4. Incentives: Increase promotion of SNCI's commuter incentives. Continue to develop, administer and broaden the outreach of carpool, vanpool, and transit incentive programs. One additional incentive (emergency ride home) will be launched this year and the promotion of the existing incentives will increase.

5. Rideshare Thursday Campaign: Work other agencies to plan and implement this new regional promotion to encourage commuters to not drive alone at least one day a week on an on-going basis.

6. California Bike to Work Campaign: Take the lead in coordinating the 2005 Bike to Work campaign in Solano and Napa counties. Coordinate with key State, regional, and local organizers to promote bicycling locally.

7. General Marketing: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public relations, cross-promotions with other agencies, and more.

8. Rio Vista LIFT SolanoWORKS Vanpool Project: Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency grant.

9. CalWORKS Support: Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services. Partner with other agencies and seek funding for eligible projects.

10. Specialized City Services: Work with member agencies to develop and implement targeted services and outreach in their communities. Initiate development and implementation of Work Plans for Fairfield and Vacaville.



DATE: July 6, 2004
TO: STA Board
FROM: Charles O. Lamoree, STA Legal Counsel
RE: Contract Amendment # 5 to Employment Agreement with Executive Director

Discussion:

Annually, the STA Board evaluates the Executive Director and, where appropriate, may amend the contract with the Executive Director to adjust salary and benefits. In closed session, on July 14, 2004, the STA Board concluded the annual performance evaluation process and negotiated changes in salary and benefits for the Executive Director.

Under normal procedures, the STA Chair meets with the Executive Director to discuss the annual performance review and makes a recommendation to the Board relative to this issue. This meeting occurred on Monday, June 28, 2004 and a favorable evaluation was completed.

Since STA Chair Karin MacMillan is on vacation, Vice-Chair Mary Ann Courville has been designated to propose the negotiated changes that were accepted by the Executive Director and that are consistent with the evaluation process.

It is proposed that the Agreement be amended as follows:

1. Increase the Executive Director's salary by 2%. This increase is in addition to a 2% cost of living increase, for all staff, approved by the STA Board on February 2, 2004.
2. Increase the Executive Director's monthly automobile allowance from \$350 to \$450.
3. Consistent with the date of execution of Contract Amendment #4, the effective date of Contract Amendment #5 shall be July 16, 2004.

Recommendation:

Approve Amendment #5 to the Employment Agreement with the Executive Director of the STA.



DATE: July 1, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Finance Consultant
RE: FY 2004-05 Proposed Budget Revision and Adoption of Initial FY
2005-06 Budget

Background:

Beginning in fiscal year 2002-03, the STA Board adopted a two-year budget for the operations and programs of the STA. The rolling two-year budget is updated periodically, with adoption of the upcoming annual budget element in the spring preceding the budget year.

On February 11, 2004 the STA Board approved the FY 2004-05 annual budget with total revenues and expenditures estimated at \$5.858 million. Since then, updated cost and revenue information for FY 2004-05 has become available and an initial FY 2005-06 budget has been developed. This information has been compiled by staff and our financial consultant and is presented as a revision to the adopted FY 2004-05 budget and presentation of the initial FY 2005-06 budget.

In 2003, the STA retained an independent Accounting firm, Kevin Harper, to perform an assessment of the agency's finance and accounting processes, procedures and resources. The report issued by Kevin Harper identified 21 specific recommendations for consideration by STA management staff. Subsequently, the Executive Director developed a management implementation plan that addressed the recommendations contained in the assessment and outlined a detailed course of action within the resource limitations of the STA. One of the items contained in the management implementation plan identified the need to retain a dedicated finance/accounting staff person to manage, coordinate and implement the STA's growing financial, budgeting, and accounting tasks.

Discussion:

The proposed FY 2004-05 budget revision and initial FY 2005-06 budget is shown in Attachment A. Highlighted areas indicated changes from the FY 2004-05 budget adopted in February 2004. Key FY 2004-05 budget revisions are summarized below:

Operations and Administration Expenditures

- Salary and benefits costs have been reduced to reflect contracted benefits rates, services and supplies have decreased slightly, Board expenses have been reduced to reflect actual expenditure experience, and the Expenditure Plan has been reduced due to acceleration of project costs and the completion of the Plan in July of FY 2004. The results of these

changes is a decrease of \$74,578 to the Operations and Administration expenditure budget.

SNCI Program Expenditures

- Salary and benefits costs have been revised to reflect contracted benefits rates and changes in employee benefits status. Services and supplies have increased to reflect updated cost estimates. These changes result in a net increase of \$35,300 for SNCI Management /Administration.
- Program cost changes reflect changes to the revenue estimates for the programs, and changes in the amounts of revenues from prior year carry forward. The SNCI program costs increased by \$22,083. The result of these changes is an increase of \$57,383 to the SNCI program budget.

Project Development Expenditures

- Salaries and benefits have been revised to reflect contracted benefits rates, and increased services and supplies cost resulting in a net decrease of \$4,087 for Project Management/Administration.
- Two new projects were added, Paratransit Coordination and SR 12 MIS Operational Strategy, reflecting the availability of new grants and other funding for these activities. \$30,000 identified to fund the Regional Impact Fee Feasibility Study has been shifted to Strategic Planning. Project cost revisions have resulted in a net increase of \$189,163 for Project Development.

Strategic Planning Expenditures

- Salary and benefits costs have been revised to reflect contracted benefits rates, resulting in a decrease of Planning Management/Administration costs of \$4,409.
- Program cost changes for SolanoLinks marketing, model development/maintenance, TLC program, countywide trails plan, transit consolidation feasibility study, and Oakland/Auburn commuter rail study are due to changes in prior year carry forward funds.
- The CMP Update/Regional Impact Fee Study, SR 12 Transit Study, and Jepson Parkway Concept Plan update were added to the budget due to the availability of funding for these studies.
- The TFCA program expenditures line item has been increased to \$163,219 to reflect adjusted prior year carry forward amounts and revised FY 04-05 revenue estimates.
- Based on the increased expenditures for these studies, there is a net increase of \$297,830 for Strategic Planning.

Revenues

- Most revenue changes are due to better estimates available at this time, and revisions to prior year carry forward amounts. The annual elements of multi-year projects often change to reflect project schedule changes. These shifts are captured in the budget and budget revisions.
- A critical component of the revenue estimates for FY 2005/06 Budget is the completion of the STIP/STP funds swap approved previously by the STA Board. This funding is critical for the STA to sustain and expand its increasing level of commitment to project

development activities and to fund priority projects such as the Rio Vista Bridge Study and the SR 113 Major Investment Study.

This budget revision is based on the most current estimates available. During the course of the year, quarterly budget vs. actual reports will be prepared to monitor budget adherence and to determine if additional budget adjustments are needed.

Establishment of a Dedicated Finance/Accounting Position

The Solano Transportation Authority has strived to continue to expand its capabilities, effectiveness and expertise to meet the increasing number of priority projects and tasks of the STA Board and its member agencies. One of the primary areas of increased responsibility and workload is in the areas of finance/budget, accounting and fund management. The STA currently manages 26 separate fund sources, each with their own set of rules and guidelines for expenditure and payment. Concurrently, the STA has developed a more detailed system for funds management and, in partnership with the City of Vacaville's Finance and Accounting staff, has improved and streamlined our account code system. Currently, the responsibility for STA's financial and accounting functions is shared by a combination of two management staff and consultants. Based on the increase workload for budgeting and accounting and the important role that the STA plays in tracking and allocating various regional, state and federal funds to member agencies for various priority projects, it is imperative that the STA establish a new staff position dedicated to performing the functions outlined in the attached list of job tasks and responsibilities (attachment B). The establishment of this position will increase the STA's ability to meet its growing responsibilities for finance and accounting, and alleviate some of the workload on other STA staff enabling them to focus their efforts in the areas of Administrative Services and Project Development.

The STA's Executive Committee recommended the STA Board approve the establishment of a Program Manager/Analyst position for Finance and Accounting at the salary range identified in attachment B, but leave the position unfunded in the current budget until the STIP/STP fund swap, approved by the STA Board, can be concluded with the Metropolitan Transportation Commission (MTC).

Recommendation:

Approve the following:

1. Adopt the revised STA FY 2004-05 budget and initial FY 2005-06 initial budget as shown in Attachment A.
2. Authorize the establishment of a Program Manager/Analyst Position for Finance/Accounting.

Attachment

- a. Proposed FY 2004-05 Budget Revision and FY 2005-06 Initial Budget
- B. List of Job Tasks and Responsibilities for Program Manager/Analyst Position for Finance/Accounting



DATE: July 1, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: Programming Second Cycle Federal STP Funds for Local Streets and Roads Projects

Background:

In December 2003, the Metropolitan Transportation Commission (MTC) adopted a proposed investment strategy for the 2005 Regional Transportation Plan (called Transportation 2030 or T-2030). The investment strategy proposes investing \$990.5 million in streets and roads rehabilitation across the Bay Area over the 25 years of the plan. The proposed funding for streets and roads represents the estimated shortfall in funding for maintaining roadways on the Metropolitan Transportation System (MTS) over the next 25 years. This amount represents approximately 15% of the total shortfall estimated for the maintenance of all streets and roads throughout the Bay Area.

On April 28, 2004, the MTC Commission approved dedicating approximately \$58 million of Second Cycle Surface Transportation Program (STP) funds for local streets and roads shortfall projects. On May 6, 2004, MTC issued a "Call for Projects" to all Congestion Management Agencies (CMAs) for projects to be funded with Second Cycle STP funds. Applications are due to MTC no later than August 31, 2004.

Discussion:

The Second Cycle STP Programming Policy distributed by MTC provides some flexibility to CMAs to develop local guidelines within the criteria of the regional policy. Although the funding identified for each county was specifically based upon the projected shortfall for MTS roadways within the county, the Commission adopted a policy that allows STP funds to be used for non-MTS roadways if either of the following two criteria is met:

1. There are no MTS facilities in a particular jurisdiction; or
2. All MTS facilities within a jurisdiction have a Pavement Condition Index (PCI) of 70 or more.

Both of the above criteria do not include Federal or State Routes within a jurisdiction that are on the MTS.

Based upon the funding formula presented in the policy, Solano County is programmed to receive the following Local Streets and Roads funding for the Second Cycle of federal STP funding:

FY 2005-06	\$ 943,000
FY 2006-07	<u>\$ 944,000</u>
	\$1,887,000

MTC policy also requires the STP funds to be programmed and obligated in the fiscal years specified above.

The STA TAC met on June 16, 2004, to develop the proposed programming for the FY 2005-06 and FY 2006-07 STP funds for Solano County agencies. In addition to the MTC criteria, three additional local baseline criteria were utilized to guide the development of the proposed program:

1. The City of Fairfield receives \$158,000 prior to other programming to compensate for FY 2003-04 STIP funds unavailable to Fairfield from the 2002 STP/STIP swap agreement (STA Board action, June 2003).
2. Each agency should receive a minimum level of funds to ensure adequate funding for at least one roadway preventive maintenance/rehabilitation project. The TAC members established a minimum threshold of \$75,000 for each agency.
3. State statute requires a minimum annual amount of STP funds for streets and roads maintenance to be provided to the County agency within each county in the state. For Solano County, this "County guarantee" is approximately \$301,000 per year.

The proposed program is shown as Attachment A. STA must submit the application for the proposed Solano County program to MTC no later than August 31, 2004. Each agency receiving funds is required to submit a Resolution of Local Support and Opinion of Legal Counsel to MTC no later than December 1, 2004.

Fiscal Impact:

There is no impact to the STA General Fund. STP funds for local streets and roads will be provided directly to each qualifying member agency on a reimbursement basis.

Recommendation:

Approve the following:

1. The proposed programming of Second Cycle STP funds for Local Streets and Roads projects as specified in Attachment A.
2. Authorize the Executive Director to submit the application for the Second Cycle STP funds for Local Streets and Roads projects, as specified in Attachment A, to MTC no later than August 31, 2004.

Attachment

- A. Proposed Programming of Second Cycle STP Funds for Local Streets and Roads Projects for Solano County for FY 2005-06 and FY 2006-07

**Proposed Programming of Second Cycle STP Funds for Local Streets and Roads Projects
for Solano County for FY 2005-06 and FY 2006-07**

Agency	FY 2005-06	FY 2006-07	Total
Benicia	0	75,000	75,000
Dixon	0	75,000	75,000
Fairfield	426,000	0	426,000
Rio Vista	0	75,000	75,000
Solano County	129,000	473,000	602,000
Suisun City	75,000	0	75,000
Vacaville	0	246,000	246,000
Vallejo	313,000	0	313,000
TOTAL	\$943,000	\$944,000	\$1,887,000



DATE: July 7, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Consultant Contract with Smith, Watts and Co. to Develop Public Information Material for Traffic Relief Plan for Solano County

Background:

On February 3, 2004, the Solano County Board of Supervisors unanimously approved the recommendation of the STA Board to form the Solano Transportation Improvement Authority (STIA), a Local Transportation Authority (LTA) pursuant to state statutes to develop a county transportation expenditure plan for a proposed ½ cent, 30 years sales tax for consideration by Solano County voters in November 2004.

As part of the STA Board action in January 2004 to initiate the process, the Executive Director was authorized to retain consultant services to support the development of the CTEP for an amount not to exceed \$125,000. On June 9th, the STA Board authorized the expenditure of \$55,000 for an initial public information piece describing the projects contained in the draft expenditure plan adopted by the Solano Transportation Improvement Authority (STIA) Board on that same date. The STIA distributed this public information brochure to an estimated 118,000 voter households following the Board action on June 9, 2004.

Discussion:

On June 28th, the STIA Board approved the \$1.43 billion expenditure plan for the "Traffic Relief Plan for Solano County." The Plan has been distributed to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and the Solano County Board of Supervisor for their approval.

On July 7th, the Local Funding Subcommittee discussed and recommended for approval by the STA Board a recommendation to fund the development and distribution by the STIA of a second public information piece focused on informing the public and residents in each of Solano County's seven cities regarding the final list of projects contained in the "Traffic Relief Plan for Solano County" adopted by the STIA Board on June 28th. At the request of the Local Funding Subcommittee, attached is a proposal with two different cost estimates provided by the expenditure plan's consultant firm, Smith, Watts & Company, to design, develop, produce, copy and distribute the public information piece. The difference in cost is reflected in the number of voter households to which the information would be distributed.

To date, the STA Board has approved the allocation of \$172,650 for CTEP specific consultant services and tasks. A total of \$27,750 remains from the available \$200,000 in the FY 2003/04 budget for the development of the expenditure plan. Based on discussions with STIA Legal

Counsel Chuck Lamoree, an estimated \$5,000 will be needed to cover some additional and remaining specialized legal services and review to be performed by Stan Taylor (Nossaman, Gunther, Knox & Elliott) pertaining to the review and preparation of the sales tax ordinance, ballot summary, and noticing procedures. Staff recommends \$5,000 of the remaining \$27,750 be reserved for this purpose. If the STA Board approves the development of the public information piece, an additional \$33,000 or \$48,000 will be needed to cover the additional expense with only the \$5,000 remaining to cover the estimated cost for additional specialized legal services.

Fiscal Impact:

The estimated contract cost for this consultant contract for a public information piece is either \$55,000 or \$70,000 pursuant to the decision by the STA Board. A total of \$22,750 would be covered by remaining STP funds dedicated to the development of the Expenditure Plan. The remaining funds, \$33,000 or \$48,000, can be covered by a combination of contingency savings from the I-80/I-680/I-780 Corridor Study and FY 2003/04 carryover funds projected to be available from Administrative Services and Strategic Planning (Marketing).

Recommendation:

Approve the following:

1. Approve the allocation of an additional \$55,000 or \$70,000 for CTEP specific consultant services.
2. Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company for development of a public information piece and
 - A. Production of copies and distribution to 90,000 Solano County voter households for an amount not to exceed \$55,000, or
 - B. Production of copies and distribution to 118,000 Solano County voter households for an amount not to exceed \$70,000

Attachment:

- A. Estimates provided by Smith, Watts & Company for consultant services pertaining to the development of the public information piece for each of Solano County's seven cities describing the projects contained in the expenditure plan for the "Traffic Relief Plan for Solano County".

Smith, Watts & Company

Consulting and Governmental Relations

July 7, 2004

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

ESTIMATE

STIA Area Brochures

358.102

PROJECT DESCRIPTION:

Design, print and mail four-color 11" x 17" folded to 8.5" x 11" self-mailing brochure;
Total universe, likely November 2004 voter households: 90,000 divided into seven areas

Design (seven versions)	\$ 7,058.00
Photo fee (<i>if necessary</i>)	\$ 250.00 each
Mail List	\$ 2,117.00
Prepress/printing/mailhouse/ shipping	\$ 27,532.00
Postage	\$ 16,650.00
Estimated tax	\$ 1,546.00
TOTAL	\$ 54,903.00*

**plus photo fee, if necessary*

Smith, Watts & Company

Consulting and Governmental Relations

July 7, 2004

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

ESTIMATE

STIA Area Brochures

358.102

PROJECT DESCRIPTION:

Design, print and mail four-color 11" x 17" folded to 8.5" x 11" self-mailing brochure;
Total universe, all registered voter households: 118,500 divided into seven areas

Design (seven versions)	\$ 7,058.00
Photo fee (<i>if necessary</i>)	\$ 250.00 each
Mail List	\$ 2,776.00
Prepress/printing/mail house/ shipping	\$ 36,249.00
Postage	\$ 21,830.00
Estimated tax	\$ 1,812.00
TOTAL	\$ 69,725.00*

**plus photo fee, if necessary*



DATE: July 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Cordelia Truck Scales Relocation Study

Background:

The Draft Cordelia Truck Scales Relocation Study was initially presented to the STA Board of Directors on October 8, 2003. Three options were identified as potential locations for truck scales in Solano County. These options are:

- Option 1 – Relocate the scales within the I-80/I-680/SR12 Interchange area
- Option 2 – Locate a set of scales on I-80 between Fairfield and Vacaville and locate a set of scales on SR 12 between Suisun City and SR 113
- Option 3 - Locate a set of scales on I-80 between Vacaville and Dixon, locate a set of scales on SR 12 between Suisun City and SR 113, and locate a set of scales on I-505 between Vacaville and the county line.

The STA Board of Directors removed Option 2 from further consideration since a location on I-80 at Lagoon Valley does not provide significant traffic operations improvements over Option 1 and would require an additional set of scales.

The initial cost estimates for Options 1 and 3, based upon design criteria provided by Caltrans Headquarters and operational staffing levels provided by the California Highway Patrol, are as follows:

	<u>Capital Costs</u>	<u>35-year Operations and Maintenance Costs</u>	<u>Total</u>
Option 1	\$415M	\$167M	\$582M
Option 3	\$178M	\$279M	\$457M

STA scheduled meetings in order to facilitate public input and to provide affected agencies and interest groups with detailed information. The following meetings have occurred:

- Highway 12 Association – October 16, 2003
- Supervisor Forney – October 22, 2003
- Dixon City Council – October 28, 2003
- Caltrans District 4 Director Bijan Sartipi – November 3, 2003
- Vacaville City Council – November 11, 2003
- Rio Vista City Council – November 20, 2003
- Suisun City Council – December 2, 2003
- Fairfield City Council – January 6, 2004
- BCDC – February 4, 2004

- Headquarters Caltrans, Director of SHOPP Program – Feb 26, 2004
- Arterials, Highways and Freeways Committee Tour of the Cordelia Truck Scales Facility – April 2, 2004
- Business, Transportation and Housing Agency and Caltrans Staff – June 14, 2004

Discussion:

The initial technical analysis from the Draft Cordelia Truck Scales Relocation Study supported Option 3 as the “best” option for relocating the Cordelia Truck Scales because Option 3 provides for the lowest capital investment, the best flexibility in implementation and the least impact on traffic operations and also locates scales in more rural areas (compared to the I-80/I-680/SR 12 Interchange), consistent with similar facilities across the state.

During the public input process, several recurring major concerns were expressed regarding Option 3. These concerns are summarized below:

- Trucks bypassing the scales by using local county roads and city streets
- Incompatibility of truck scales with Vacaville-Dixon Greenbelt
- Increase in air pollution in the Sacramento air basin (non-attainment area)
- Safety of scales on a two-lane roadway (SR 12)
- Significant increases in operations costs for three sets of scales and the ability of the California Highway Patrol (CHP) to staff more than one set of scales
- Long-term operations costs (beyond 35 year study period)

In addition to major concerns regarding Option 3, significant concerns were also identified regarding Option 1. These concerns are summarized below:

- Initial capital costs of \$415M makes relocating the scales within the Interchange extremely difficult
- Future negative traffic impacts on local interchanges and freeway traffic operations
- Potential need to close the Abernathy interchange

Throughout the study period, Caltrans and CHP staff have provided significant assistance for developing the criteria for the design of truck scales facilities and staffing needs for varying types of truck scales facilities. Although CHP staff provided invaluable technical assistance throughout the study, they have consistently expressed opposition to moving the truck scales outside the I-80/I-680/SR 12 Interchange because of the following:

- No other location on I-80 is more ideally suited for “capturing” truck traffic from the Port of Oakland and other major Bay Area truck generators due to the confluence of I-80, I-680 and SR 12 at this one location
- Bypassing the truck scales at Cordelia is difficult because of the limited number of potential bypass routes; other locations offer additional bypass opportunities
- Staffing more than one set of scales would be difficult

Because of the many concerns regarding both Option 1 and Option 3, STA staff and consultants, in close cooperation with both CHP and Caltrans staff reevaluated the proposed truck scales facilities in both Option 1 and Option 3.

Option 1

Through the joint efforts of staff from CHP, Caltrans, STA and STA consultants, a new conceptual design was developed and evaluated for relocating the truck scales within the I-80/I-680/SR 12 Interchange. The new design provided significantly shorter ramps leading to the truck scales by providing two inspection facilities within the truck scales complex, thus providing the capability to inspect over 1000 trucks per hour during peak periods. The new design reduces the initial capital costs from \$415M to \$225M, eliminates most of the braided structures (bridges) needed for the original design, retains the Abernathy interchange by reconfiguring the I-80 westbound on-ramp, supports “staged” construction of relocated facilities, and provides improved traffic operations within the interchange. Although this is a modification from current Caltrans/CHP design standards for truck scales, both CHP and Caltrans staff support this new design concept although specific details of the design must be more fully developed.

Option 3

STA staff and consultants reevaluated the potential locations for truck scales on SR 12 and determined that both truck scales facilities could be located east of Branscome Road by relocating SR 12 to the north in this area and constructing a four-lane roadway in the vicinity of the truck scales facilities. Potential problems with the terrain near Olsen Road, and the close proximity to the SR 12/SR 113 intersection, are eliminated by locating both scales near Branscome Road. A four-lane roadway extending beyond the entry and exit ramps to the truck scales facilities provides increased traffic safety in this area. The additional costs for relocating SR 12 near the proposed truck scales and constructing SR 12 as a four-lane roadway in this area is approximately \$12M. Extending the four-lane roadway to the SR 12/Walters Road intersection in Suisun City would further increase traffic safety.

On I-80, a potential location for truck scales facilities east of the City of Dixon was evaluated. The location between Pedrick Road and Kidwell Road provides a potential location for a set of scales, although ramp braiding would be required for at least one, and possibly both, of the Pedrick and Kidwell interchanges, thus increasing costs. Constructing I-80 westbound truck scales facilities on the north side of I-80 would be relatively uncomplicated since most of this area existing as agricultural land. However, on the south side of I-80, the presence of a large trucking company and a heavily-used frontage road would present challenges for the construction of a truck scales facility. The costs for constructing truck scales between Pedrick and Kidwell have not been estimated; however, the costs will increase substantially from the original Option 3 site on I-80. Additionally, the Cities of Dixon and Davis are proposing a Dixon-Davis Greenbelt, similar to the Vacaville-Dixon Greenbelt, that would potentially be seen as incompatible with truck scales facilities.

Closing the Cordelia Truck Scales

In addition to reevaluating the potential truck scales facilities for both Options 1 and 3, STA staff recently consulted with CHP about potentially closing the Cordelia Truck Scales. CHP staff was not in favor of closing the scales for two specific reasons. In locations without truck scales, as many as 75% of all trucks have been shown to be overweight creating significant potential damage to both freeway and local roadway infrastructure. In locations with truck scales, less than 10% of trucks are overweight due to the deterrent factor of all trucks being weighed. Additionally, CHP staff at truck scales provides a visual “screening” of all vehicles and drivers for safety violations (e.g., uneven loads, “hot” brakes, damaged tires, tired or impaired drivers,

etc.) to help ensure freeway safety. As a major truck route from the Port of Oakland to northern California and other parts of the United States, the Cordelia Truck Scales CHP staff are increasingly challenged with homeland security issues that could not be adequately addressed with the closure of the Cordelia Truck Scales facilities.

Technology Issues

Significant effort is still needed to determine whether new and evolving technologies may be used to improve operations for truck scales while also reducing the number of trucks required to enter the facilities, thus reducing the overall size of the facilities (including entrance and exit ramps). The following technologies/programs are potential candidates for integration into future truck scales and inspection facilities and will continue to be evaluated:

- Virtual scales that weigh all trucks on the mainline freeway
- Measuring devices to determine oversized trucks (height and width)
- Camera systems to record trucks with violations
- Transponders on all commercial trucks to record ownership, safety inspections, weight records, cargo origin/destination, etc.
- Enhanced inspections to detect potential safety and security problems
- Enhanced inspections for driver screening
- Incentives for trucking companies to use the PrePass system or a similar system

New design criteria for “future” truck scales may include a combination of virtual scales that weigh all trucks on the mainline, camera systems to record violations, incentives for using the PrePass system that ensure safe trucks on the roadway, random inspections for a specified number of trucks to provide a deterrent for non-compliance with weight and safety standards, mobile enforcements units and specific locations for inspecting trucks for safety and security compliance.

Although these and other technology improvements must be fully evaluated and integrated, as appropriate, into future designs, that work is beyond the scope of the Cordelia Truck Scales Relocation Study. STA staff has tentatively agreed to work with Caltrans and CHP staff on a follow-on study to further investigate using advanced technologies for the design of future truck scales facilities.

Conclusions

The STA Board Arterials, Highways and Freeways Committee met on May 27, 2004 and recommended the scales with two sorters and shorter ramps be added as an alternative in Option 1 of the Cordelia Truck Scales Relocation Study as a replacement for the original Option 1 proposal. The Committee is scheduled to meet on July 12, 2004 to consider recommendations to the STA Board of Directors.

On June 14, 2004, STA staff met with senior staff from the Business, Transportation and Housing Agency (BT&H), Caltrans Headquarters and Caltrans District 4 to discuss the truck scales, the issues currently under evaluation, and the steps needed for the State to determine the future location and configuration of replacement scales for the Cordelia facilities in order for the Environmental Documents for the I-80/I-680/SR 12 Interchange and North Connector projects to proceed without further delay. The BT&H and Caltrans staff indicated that Option 1 with the shorter ramp design appears to be the most viable since it significantly reduces the capital costs for Option 1 making it comparable to the capital costs for Option 3, addresses the CHP position

that the I-80/I-680/SR 12 Interchange provides the “ideal” location for enforcement, and significantly reduces the potential long-term operations costs when compared to Option 3. Additionally, the BT&H and Caltrans senior staff strongly supported continuing efforts to integrate advanced technologies into the design of the future scales to further reduce costs while enhancing the security, safety and enforcement missions of the CHP at truck scales facilities.

By “replacing” the Option 1 original truck scales design with the \$225M shorter ramp design and identifying the SR 12 location in Option 3 as the Bransome Road location only (\$12M added costs), the revised estimated costs for Options 1 and 3 are as follows:

	<u>Capital Costs</u>	<u>35-year Operations and Maintenance Costs</u>	<u>Total</u>
Option 1	\$225M	\$167M	\$392M
Option 3	\$190M	\$279M	\$469M

Based upon the revised cost estimate shown above and the strong preference by CHP to retain the Cordelia Truck Scales within the I-80/I-680/SR 12 Interchange area, Option 1 appears to be the most practical relocation option for the Cordelia Truck Scales.

However, major negative impacts on traffic operations and safety within the I-80/I-680/SR 12 Interchange will continue until the existing Cordelia Truck Scales are relocated with adequate ramp spacing between the entry/exit ramps to the scales and the adjacent interchanges and better separation of truck traffic from other vehicles is established. Due to these current problems, closing the scales or closing the scales during peak commute periods may be warranted until new scales can be constructed.

At the June 30, 2004 meeting, the STA TAC unanimously supported the staff recommendation presented below. (Fairfield was absent).

Recommendations:

Approve the following:

1. Direct STA staff to revise the Draft Cordelia Truck Scales Relocation Study to include the shorter ramp design within the I-80/I-680/SR 12 Interchange as revised Option 1.
2. Endorse the revised Option 1 as the preferred option for relocating the Cordelia Truck Scales and recommend the existing facilities be closed, or closed during peak commute periods, until the Cordelia Truck Scales are relocated/reconstructed.
3. Authorize the Executive Director to complete the Cordelia Truck Scales Relocation Study with the following recommendations from the STA Board:
 - a. Close the existing Cordelia Truck Scales, or close the scales during peak commute periods, until the scales can be relocated/reconstructed in a location that ensures safe traffic operations on I-80.
 - b. Relocate the Cordelia Truck Scales as identified in the revised Option 1 of the Cordelia Truck Scales Relocation Study.
4. Authorize the Executive Director to forward the completed Study to the Business, Transportation and Housing Agency requesting action from BT&H on the STA Board recommendations.
5. Authorize the STA Chair to send letters to the Secretary of the Business, Transportation and Housing Agency and the Chairman of the California Transportation Commission requesting priority funding for the relocation of the Cordelia Truck Scales and requesting

the project for the relocated Cordelia Truck Scales be designated as a "Federal Demonstration Project" for advanced facility design to address all aspects of Homeland Security, Safety and Enforcement.

6. Authorize the STA to participate in a follow-on Study to investigate current and proposed technologies to integrate into the design of future truck scales facilities to address homeland security, safety and enforcement.



DATE: July 1, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: Adoption of I-80/I-680/I-780 Major Investment & Corridor Study

Background:

The Major Investment Study (MIS)/Corridor Study for the Interstate highway system in Solano County was initiated in March 2003. Korve Engineering was selected as the Engineering Consultant to complete the study. The goal of the study was to provide a series of projects, in priority order, that addresses current and future congestion while balancing the traffic flow throughout the corridors. Staff members from STA and Korve Engineering worked closely with Caltrans District 4 traffic operations and planning staff, and transportation and public works staff from STA member agencies, to develop a prioritized list of corridor projects.

The STA Board of Directors approved the Mid-Term Projects list and the Long-Term Projects list on June 9, 2004 (see Attachments A and B). The final summary document that recommends project phasing for the whole corridor is now complete. The summary document also incorporates the findings/recommendations from the Transit Corridor Study and the Truck Scales Relocation Study into recommendations for the corridor.

Discussion:

The Final Draft I-80/I-680/I-780 Major Investment & Corridor Study was provided to all Board members and alternates and to all TAC members for their final review and comments. No substantive comments were received. Minor changes to the Draft include:

- Addition of an Acknowledgements Page
- Minor clarifications on a few project descriptions
- Section 5.6, Truck Scales Relocation, will be revised to reflect potential Board actions/recommendations at the July 14, 2004 Board meeting (see related Agenda item)

Additionally, Caltrans staff requested specific Goals and Objectives of the Study to be included as part of the Purpose and Need section of the Study. The following goals and objectives of the I-80/I-680/I-780 Major Investment and Corridor Study were developed to be consistent with the goals established for the Arterials, Highways and Freeways Element of the May 2002 Solano Comprehensive Transportation Plan and will be included in the Study. The goals and objectives of the study are as follows:

- Develop a plan and implementation program for the County's freeway system that serves future needs;
- Develop a plan and implementation program for a High Occupancy Vehicle (HOV) system which complements planned transit improvements and serves future transit, carpool and vanpool users;
- Develop a plan and implementation program for local and regional freeway interchanges that serves future needs;
- Identify the right-of-way which should be preserved to meet long term travel demands;
- Develop a plan and implementation program which is consistent with the implementation of a future traffic management system;
- Develop a plan and implementation program which preserves corridor safety; and
- Develop a plan and implementation program that is sensitive to areas of environmental concern.

The City of Benicia requested a title change to project 19A on the Mid-Term Projects to provide flexibility in the location of a Benicia park and ride lot. The proposed revision changes the name from "Benicia – West Military Park & Ride" to Benicia – Downtown Area Park & Ride."

The adopted I-80/I-680/I-780 Major Investment & Corridor Study will serve as the "blueprint" for identifying projects to relieve congestion and improve safety and operational efficiency of the freeway system in Solano County and will fully support an expanded express bus program with HOV lanes, intermodal facilities and park and ride lots.

The STA TAC unanimously recommended adoption of the I-80/I-680/I-780 Major Investment & Corridor Study at their June 30, 2004 meeting.

Recommendation:

Approve the following:

1. The name change for Mid-Term project 19A from "Benicia - West Military Park & Ride" to "Benicia – Downtown Area Park & Ride."
2. Adopt the I-80/I-680/I-780 Major Investment & Corridor Study.
3. Authorize the Executive Director to forward the I-80/I-680/I-780 Major Investment & Corridor Study to Caltrans District 4 requesting Caltrans' concurrence with the Study.

Attachments

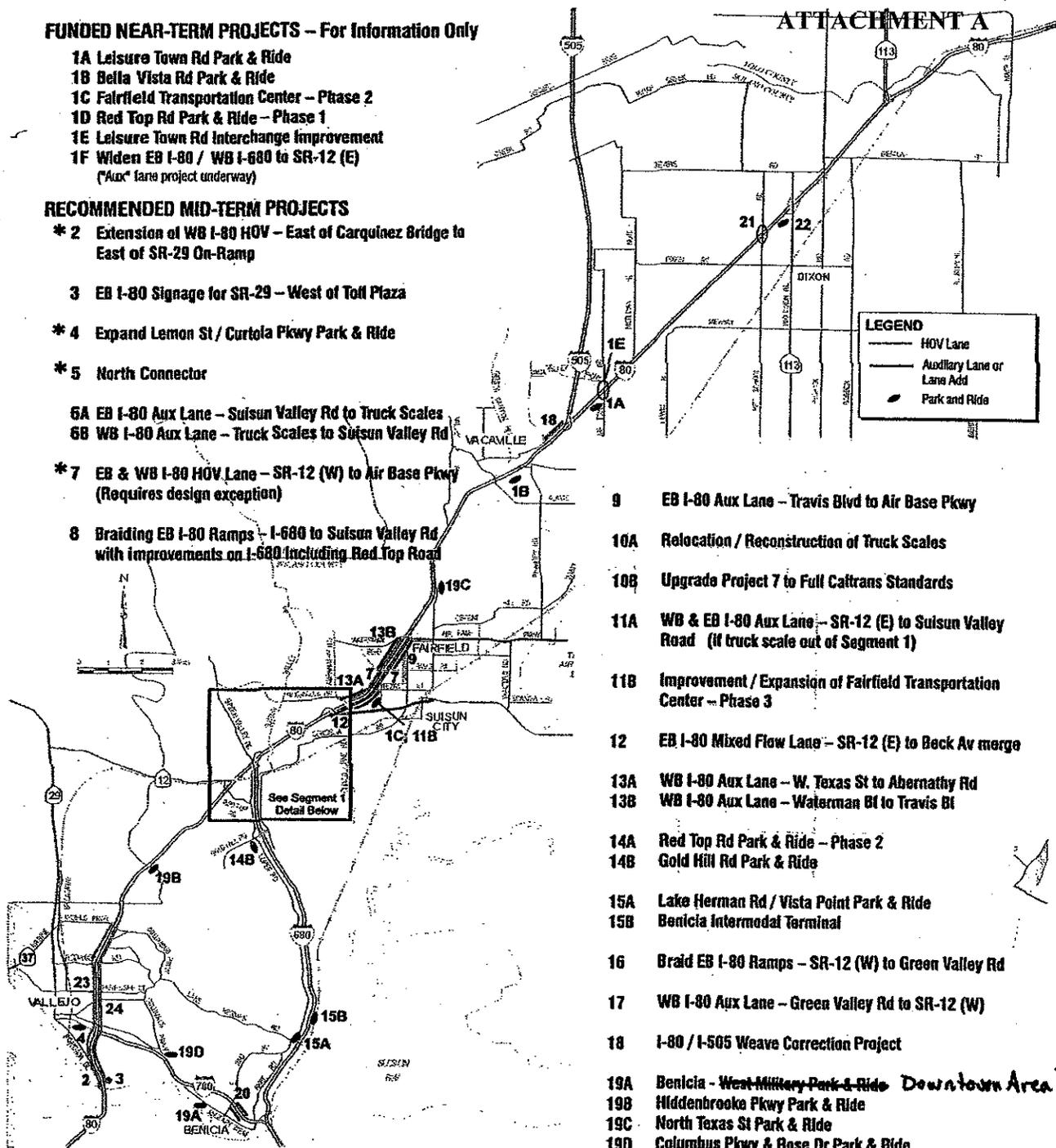
- A. Mid-Term Projects List
- B. Long-Term Projects List
- C. I-80/I-680/I-780 Major Investment & Corridor Study Executive Summary

FUNDED NEAR-TERM PROJECTS – For Information Only

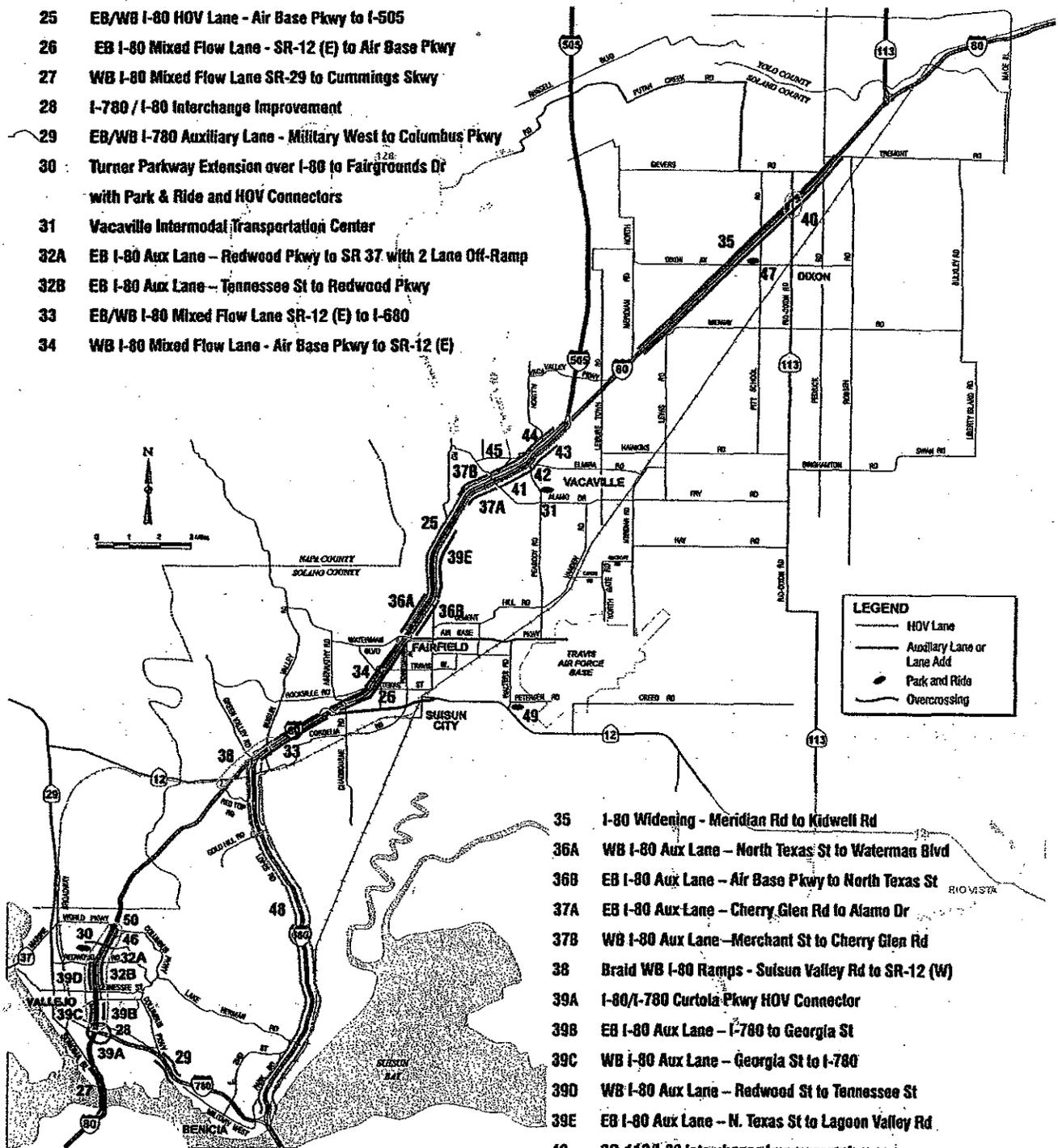
- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E)
("Aux" lane project underway)

RECOMMENDED MID-TERM PROJECTS

- * 2 Extension of WB I-80 HOV – East of Carquinez Bridge to East of SR-29 On-Ramp
- 3 EB I-80 Signage for SR-29 – West of Toll Plaza
- * 4 Expand Lemon St / Curtola Pkwy Park & Ride
- * 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley Rd to Truck Scales
- 6B WB I-80 Aux Lane – Truck Scales to Suisun Valley Rd
- * 7 EB & WB I-80 HOV Lane – SR-12 (W) to Air Base Pkwy
(Requires design exception)
- 8 Braiding EB I-80 Ramps – I-680 to Suisun Valley Rd with improvements on I-680 including Red Top Road



- 25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
- 26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
- 27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
- 28 I-780 / I-80 Interchange Improvement
- 29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
- 30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
- 31 Vacaville Intermodal Transportation Center
- 32A EB I-80 Aux Lane - Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
- 32B EB I-80 Aux Lane - Tennessee St to Redwood Pkwy
- 33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
- 34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)



- 35 I-80 Widening - Meridian Rd to Kidwell Rd
- 36A WB I-80 Aux Lane - North Texas St to Waterman Blvd
- 36B EB I-80 Aux Lane - Air Base Pkwy to North Texas St
- 37A EB I-80 Aux Lane - Cherry Glen Rd to Alamo Dr
- 37B WB I-80 Aux Lane - Merchant St to Cherry Glen Rd
- 38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
- 39A I-80/I-780 Curtola Pkwy HOV Connector
- 39B EB I-80 Aux Lane - I-780 to Georgia St
- 39C WB I-80 Aux Lane - Georgia St to I-780
- 39D WB I-80 Aux Lane - Redwood St to Tennessee St
- 39E EB I-80 Aux Lane - N. Texas St to Lagoon Valley Rd
- 40 SR-113/I-80 Interchange Improvement
- 41 EB I-80 Aux Lane - Alamo Dr to Davis St
- 42 EB I-80 Aux Lane - Davis St to Peabody Rd
- 43 EB I-80 Aux Lane - Peabody Rd to Allison Dr
- 44 WB I-80 Aux Lane - Monte Vista Av to Mason St
- 45 WB I-80 Aux Lane - Mason St to Alamo Dr
- 46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
- 47 West A Street Park & Ride
- 48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
- 49 Walters Road Park & Ride
- 50 I-80/SR-37/Columbus Parkway Interchange Improvements

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

Figure 0-3

**LONG TERM PROJECTS
IN ORDER OF PRIORITY**

June 5, 2003	Rev 9-11-03	Rev 1-15-04	Rev 3-29-04	Rev 5-18-04
Rev 7-1-03	Rev 10-1-03	Rev 1-28-04	Rev 3-04-04	Rev 6-25-04
Rev 4-7-03	Rev 12-15-03	Rev 1-28-04	Rev 4-05-04	
		Rev 1-29-04	Rev 5-07-04	

**I-80 / I-680 / I-780
Major Investment &
Corridor Study**

**SOLANO
COUNTY**

**DRAFT
Final Report**

June 3, 2004



Solano Transportation Authority

0 EXECUTIVE SUMMARY

0.1 Introduction

The goal of the I-80/I-680/I-780 Major Investment and Corridor Study is to develop a long range, multi-modal transportation plan for the I-80, I-680 and I-780 corridors in Solano County. Interstates 80, 680 and 780 form the backbone of Solano County's roadway network. According to projections by the Association of Bay Area Governments (ABAG), the population of Solano County will grow by 45 percent between 2000 and 2025, and transportation demands on the County's freeway network are expected to increase accordingly. If transportation improvements are not pursued within the study corridors in this timeframe, forecasts predict dramatic increases in vehicular congestion and delay. These increases in vehicular congestion are projected to be the worst on the segments of I-80 through Fairfield and Vacaville, with peak hour delays of greater than one-half hour in some sections.

As identified in Intercity Transit Element Section of the *Solano Comprehensive Transportation Plan (CTP)*, Solano County also has a need to develop a short and long range multi-modal transit plan to accommodate projected growth. Without investing in intercity transit services to accommodate transit usage, regional roadways will become increasingly congested, thereby adversely impacting the quality of life in Solano County and its economic strength.

The I-80/I-680/I-780 study corridor is divided into seven discrete segments, as listed below. The study corridor was separated into these seven geographic segments because they display distinct travel patterns and serve different travel markets. Segment boundaries are typically comprised of major freeway to freeway interchanges.

- Segment 1: I-80 from Red Top Road to SR-12 East;
- Segment 2: I-80 from the Carquinez Bridge to SR-37;
- Segment 3: I-780 from I-680 to I-80;
- Segment 4: I-680 from the Benicia Bridge to I-80;
- Segment 5: I-80 from SR-37 to Red Top Road;
- Segment 6: I-80 from SR-12 East to I-505; and
- Segment 7: I-80 from I-505 to SR-113 North.

0.2 Existing Conditions

The heaviest traveled segments of I-80 are those which pass through Fairfield. These segments carry approximately 70 percent more traffic than those segments which are the least traveled. The lighter traveled areas of I-80 are those segments located between the I-680 and SR 37 interchanges and those located east of Vacaville, through Dixon. Figure 0-1 illustrates peak-hour traffic volumes and corresponding service levels at critical locations, on I-80, I-680 and I-780.

Intercity bus services within Solano County are operated by Benicia Transit, Fairfield-Suisun Transit, Vallejo Transit, Vine Transit and Yolobus. Amtrak also serves the

County with its Capitol Corridor Intercity Rail Service. Baylink Ferry provides ferry services connecting Vallejo and San Francisco.

0.3 Future Conditions

Future travel demands in the study corridors were forecasted using the Napa/Solano County travel demand model, modified with a future set of baseline transportation improvements. Significant increases in traffic volumes are anticipated throughout the study corridors. Table 0-1 illustrates the magnitude of increase in unconstrained travel demand at a number of key locations.

Table 0-1 Increase in Traffic Volumes at Critical Locations

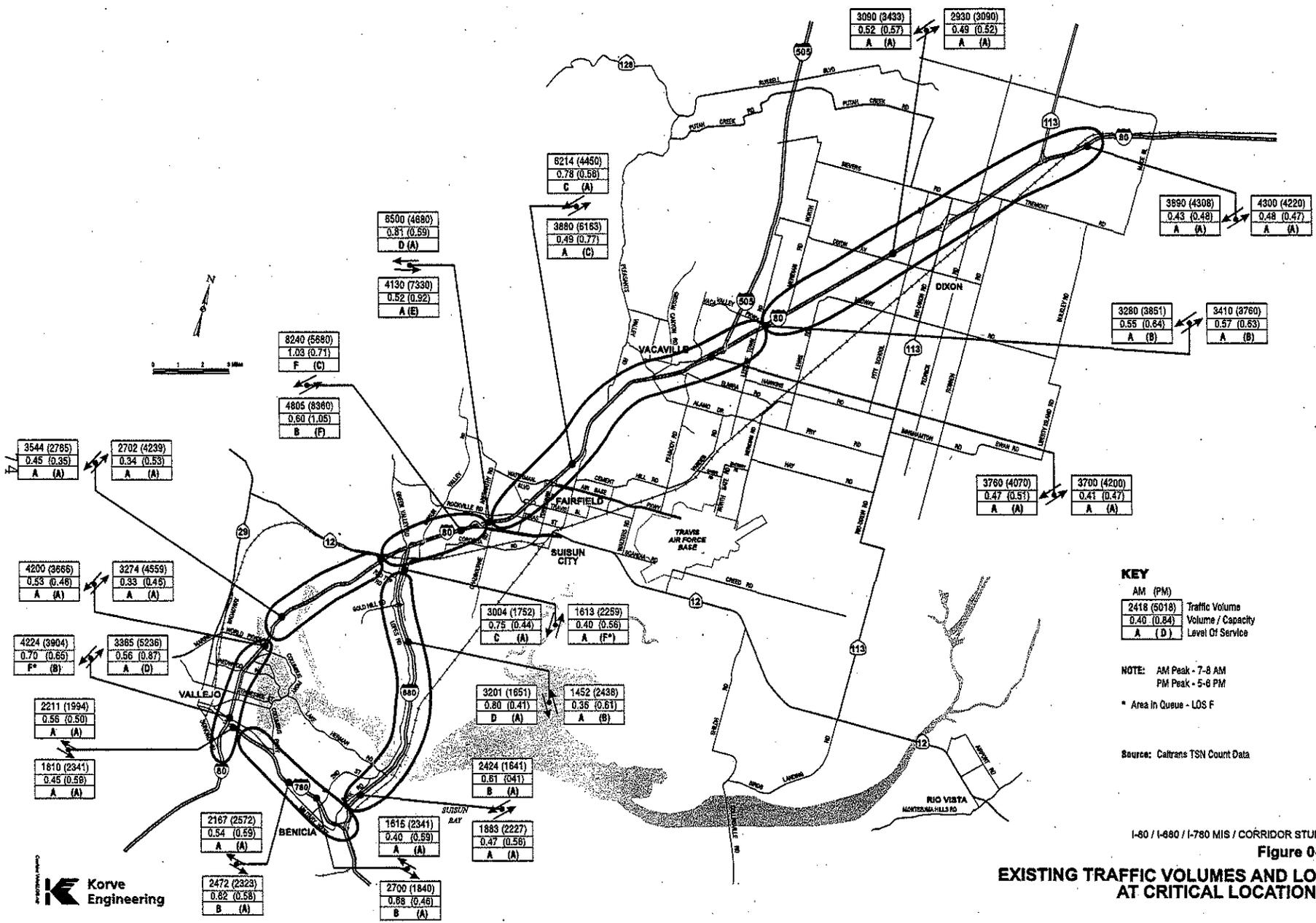
Location	Seg- ment	Peak Hour *	Traffic Volume in Peak-Direction		Increase
			Existing	2030	
WB I-80, West of SR-12 (East)	1	AM	8,240	14,023	70%
EB I-80, East of SR-37	2	PM	4,239	7,436	75%
EB I-780, Laurel St	3	PM	2,341	2,895	24%
NB I-680, Cordelia Rd	4	PM	1,944	3,025	56%
WB I-80, West of American Canyon Rd	5	AM	3,582	7,383	106%
WB I-80, West of North Texas St	6	AM	6,310	8,475	34%
EB I-80, East of Leisure Town Rd	6	AM	3,410	5,585	64%
WB I-80, East of Dixon Ave/West A St	7	PM	3,380	5,244	55%

* AM peak hour = 7-8 am and PM peak hour = 5-6 pm.

Due to a 54 percent increase in resident workers and 64 percent increase in jobs in Solano County, forecasted by Metropolitan Transportation Commission (MTC), the County is expected to experience a substantial increase in transit demand. The future implementation of incentive policies such as higher parking fees and bridge tolls, will likely result in an increase in transit market share for some critical corridors. As an example, the transit share for San Francisco-bound trips is expected to increase from 23 to 33 percent in the next 20 years. The demand for park-and-ride facilities is expected to double according to projections based on the MTC model, with Fairfield experiencing the greatest increase in the demand for spaces. Finally, it should be noted that truck traffic is anticipated to grow by more than 100 percent by the year 2040 on the study sections of I-80.

0.4 Alternatives Development

Based on the existing and future unconstrained travel demand forecasts, along with a constrained analysis of corridor bottlenecks and queues, highway, transit and park and ride improvement alternatives were developed. These alternatives were supplemented by input from public scoping meetings, and input provided by Caltrans and local agency staff.



I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

Figure 0-1

EXISTING TRAFFIC VOLUMES AND LOS AT CRITICAL LOCATIONS



0.5 Evaluation Criteria and Methodology

Those improvements which have been funded, and are currently underway in one form or another are categorized as "near term" improvements. These are listed in Table 0-2. Mid-term improvement projects were prioritized through a detailed corridor constrained traffic operations analysis taking into account bottlenecks, queues and delays during different time horizons. Those improvements which work to solve existing bottlenecks and congestion through the study corridors were prioritized first. Mid-term projects are generally intended to serve traffic demand until approximately the horizon year 2020.

Table 0-2 Near-term Projects

Project Number	Segment	Project Name
1A	7	Leisure Town Road Park and Ride
1B	6	Bella Vista Road Park and Ride
1C	6	Fairfield Transportation Center – Phase 2
1D	1	Red Top Road Park and Ride
1E	7	Leisure Town Road Interchange Improvement
1F	1	Widening EB/WB I-80 "Aux Lane" – I-680 to SR 12 (E)

Projects to be implemented in the period after 2020, and after implementation of the mid-term improvements, have been categorized as long-term improvement projects. Long-term projects were evaluated with nine criteria and were prioritized based on their aggregate performances. These nine criteria are listed below:

1. Traffic Operations including Link Volume/Capacity Ratio, Levels of Service, Bottlenecks, Queuing and Vehicle Delay;
2. Safety;
3. High Occupancy Vehicles (HOV) Lane Performance;
4. Preliminary Right-of-Way (ROW) Requirements;
5. Preliminary Environmental Constraints;
6. Order of Magnitude Costs;
7. Complement Transit Plan;
8. Compliance with Engineering Standards; and
9. User Benefits.

Local interchange improvements were developed in concert with local City staffs, because improvements to local interchanges are largely driven by local land use decisions and changes in local travel patterns.

Public outreach meetings were held at project initiation in selected cities to allow the public to provide input to the study scope and process. A study Working Group and Project Development Team were formed, and met monthly throughout the study process, to review project work products and guide the direction of the study.

0.6 Recommendations

Based on the evaluation described above, twenty-four mid-term and twenty-six long term projects were recommended and their priorities and costs are shown in Table 0-3 and

Table 0-4, respectively. The locations of mid-term and long-term projects are illustrated in Figures 0-2 and 0-3, respectively. Local Interchange improvements within each local jurisdiction were prioritized separately and Table 0-5 presents the results.

Table 0-3 Recommended Mid-Term Projects

Priority	Project	Segment	Cost in million \$ (2003)
1	(Near Term Projects stated in Table 0-2)		
2	Extension of WB I-80 HOV Lane - East of Carquinez Bridge to East of SR-29	2	\$1.5 - **** 5.7
3	EB I-80 Signage for SR-29 - West of Toll Plaza	2	\$0.16
4	Expand Lemon St & Curtola Pkwy Park & Ride	2	\$30.0 * ****
5	North Connector	1	\$68.0 ****
6A	EB I-80 Aux Lane - Suisun Valley Rd to Existing Truck Scales	1	\$2.4 **
6B	WB I-80 Aux Lane - Existing Truck Scales to Suisun Valley Rd	1	\$1.7 **
7	I-80 EB & WB HOV Lane - SR 12 West to Air Base Pkwy (Requires design exception)	1,6	\$78.0 ** ****
8	Braiding EB I-80 Ramps - I-680 to Suisun Valley Rd with improvements along I-680 including Red Top Road	1	\$131.0 - ** 186.0
9	EB I-80 Aux Lane - Travis Blvd to Air Base Pkwy	6	\$3.7
10A	Capital Cost to relocate/reconstruct Truck Scales in the I-80/I-680 Interchange	1	\$226.0 - ** \$415.0
	Capital cost to relocate Truck Scale outside of Segment 1		\$178.0
10B	Upgrade Project 7 to Full Caltrans Standards	1,6	\$4.0
11A	WB/EB I-80 Aux Lane - SR-12(E) to Suisun Valley Rd (if truck scales out of Segment 1)	1	\$10.9 **
11B	Improvement/Expansion of Fairfield Transportation Center - Phase 3	6	\$6.0 *
12	EB I-80 Mixed Flow Lane - SR-12 (E) to Beck Av Merge	6	\$16.6
13A	WB I-80 Aux Lane - West Texas St to Abernathy Rd	6	\$4.4
13B	WB I-80 Aux Lane - Waterman Blvd to Travis Blvd	6	\$5.0
14A	Red Top Rd Park & Ride - Phase 2	1	\$4.0 *
14B	Gold Hill Road Park & Ride	4	\$3.0 *
15A	Lake Herman Rd / Vista Point Park & Ride	4	\$0.2 *
15B	Benicia Intermodal Terminal	4	\$30.0 *
16	Braid EB I-80 Ramps - SR-12(W) to Green Valley Rd	1	\$44.0 **
17	WB I-80 Aux Lane - Green Valley Rd to SR-12 (W)	1	\$2.2 **
18	I-80/I-505 Weave Correction Project	6	\$8.4 ***
19A	Benicia - Military West Park & Ride	3	\$2.5 *
19B	Hiddenbrooke Pkwy Park & Ride	5	\$0.25 *
19C	North Texas St Park & Ride	6	\$1.0 *
19D	Columbus Pkwy/Rose Rd Park & Ride	3	\$1.5 *
20	EB/WB I-780 Stripe Aux Lane - 2nd St to 5th St	3	\$0.2
21	I-80 / Pitt School Rd Interchange Improvement	7	\$4.1
22	North First St Park & Ride	7	\$0.25
23	WB I-80 HOV Lane - Carquinez Bridge to SR-37	2	\$15.7
24	EB I-80 HOV Lane - Carquinez Bridge to SR-37 with improvement to Redwood Pkwy EB off-ramp	2	\$32.3
		Total	\$691-\$987

- * P&R estimate from Wilbur & Smith.
 ** Estimates from Mark Thomas Company, Inc.
 *** Info from Caltrans PSR.
 **** Projects which are currently partially funded.

Table 0-4 Recommended Long-Term Projects

Priority	Description	Segment	Cost in Million \$ (2003)
25	EB/WB I-80 HOV Lane - Air Base Pkwy to I-505	6	\$111.2
26	EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy	6	\$64.4
27	WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy	2	\$11.4
28	I-780/I-80 Interchange Improvement	2	\$48
29	EB/WB I-780 Aux Lane - Military West to Columbus Pkwy	3	\$4.3
30	Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors	2	\$38.0
31	Vacaville Intermodal Transportation Center	6	\$12.0 **
32A	EB I-80 Aux Lane - Redwood Pkwy to SR-37 with 2-lane off-ramp	2	\$18.1
32B	EB I-80 Aux Lane - Tennessee St to Redwood Pkwy	2	\$18.8
33	EB/WB I-80 Mixed Flow Lane - SR-12 (E) to I-680	1	\$38.0 *
34	WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)	6	\$48.2
35	I-80 Widening - Meridian Rd to Kidwell Rd	7	\$60.0
36A	WB I-80 Aux Lane - North Texas St to Waterman Rd	6	\$28.4
36B	EB I-80 Aux Lane - Air Base Pkwy to North Texas St	6	\$24.5
37A	EB I-80 Aux Lane - Cherry Glen Rd to Alamo Dr	6	\$7.9
37B	WB I-80 Aux Lane - Merchant St to Cherry Glen Rd	6	\$16.5
38	Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)	1	\$78.0 *
39A	I-80/I-780/Curtola Pkwy HOV Connector	2	\$45.0
39B	EB I-80 Aux Lane - I-780 to Georgia St	2	\$13.2
39C	WB I-80 Aux Lane - Georgia St to I-780	2	\$14.0
39D	WB I-80 Aux Lane - Redwood Pkwy to Tennessee St	2	\$10.8
39E	EB I-80 Aux Lane - North Texas St to Lagoon Valley Rd	6	\$7.5
40	SR-113/I-80 Interchange Improvement	7	\$22.7
41	EB I-80 Aux Lane - Alamo Dr to Davis St	6	\$6.2
42	EB I-80 Aux Lane - Davis St to Peabody Rd	6	\$3.5
43	EB I-80 Aux Lane - Peabody Rd to Allison Dr	6	\$5.0
44	WB I-80 Aux Lane - Monte Vista Av to Mason St	6	\$6.2
45	WB I-80 Aux Lane - Mason St to Alamo Dr	6	\$5.0
46	I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)	2	\$42.0
47	West A Street Park & Ride	7	\$0.25 **
48	NB/SB I-680 HOV Lane - Benicia Bridge to I-80	4	\$160.0
49	Walters Road Park & Ride	6	\$2.0 **
50	I-80/SR-37/Columbus Parkway Interchange Improvements	5	\$7.0
		Total	\$978

* Estimates from Mark Thomas and Company, Inc.

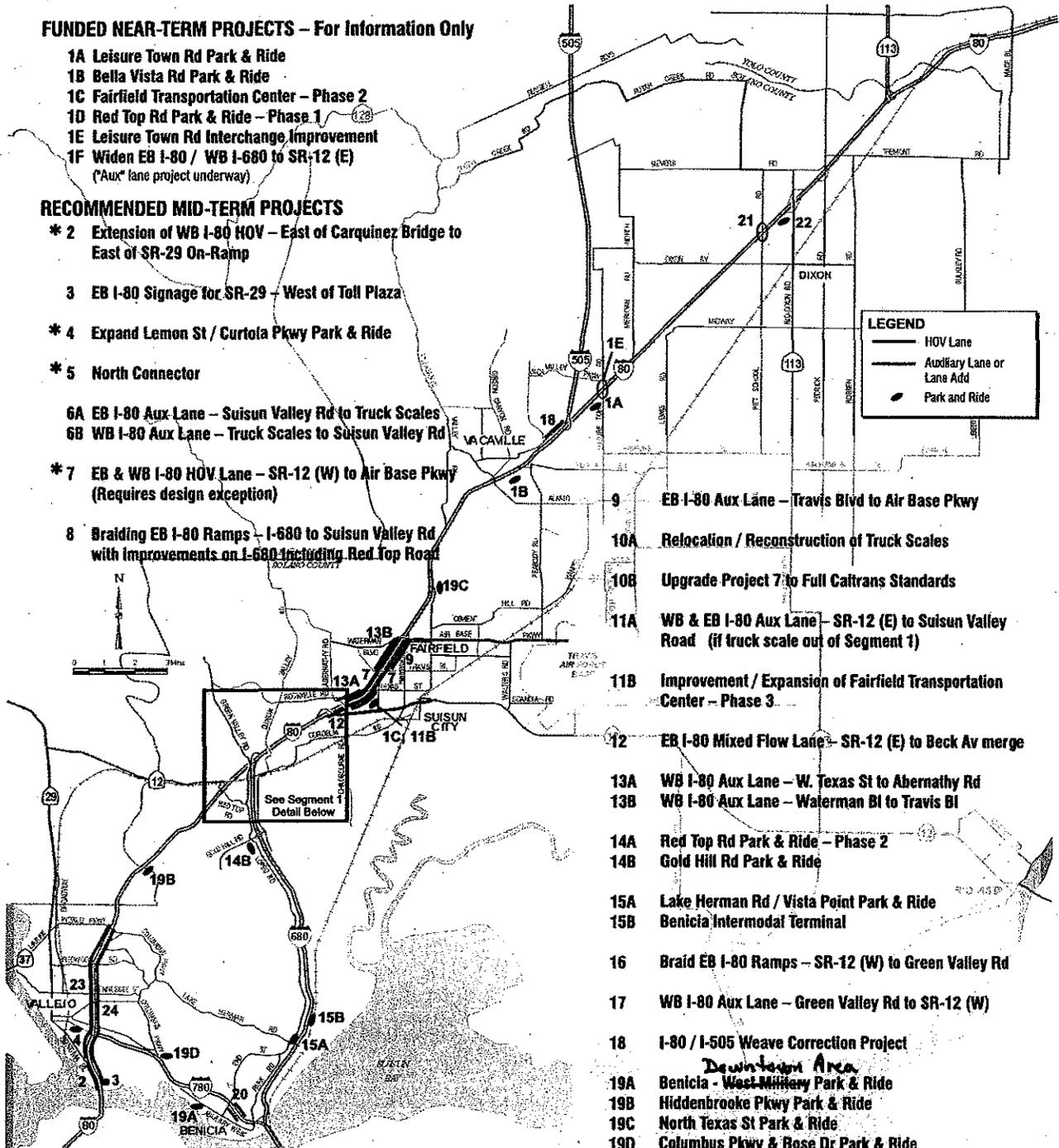
** Estimates from Wilbur Smith and Associates

FUNDED NEAR-TERM PROJECTS – For Information Only

- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E)
(*Aux* lane project underway)

RECOMMENDED MID-TERM PROJECTS

- * 2 Extension of WB I-80 HOV – East of Carquinez Bridge to East of SR-29 On-Ramp
- 3 EB I-80 Signage for SR-29 – West of Toll Plaza
- * 4 Expand Lemon St / Curtola Pkwy Park & Ride
- * 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley Rd to Truck Scales
- 6B WB I-80 Aux Lane – Truck Scales to Suisun Valley Rd
- * 7 EB & WB I-80 HOV Lane – SR-12 (W) to Air Base Pkwy
(Requires design exception)
- 8 Braiding EB I-80 Ramps – I-680 to Suisun Valley Rd with improvements on I-680 including Red Top Road

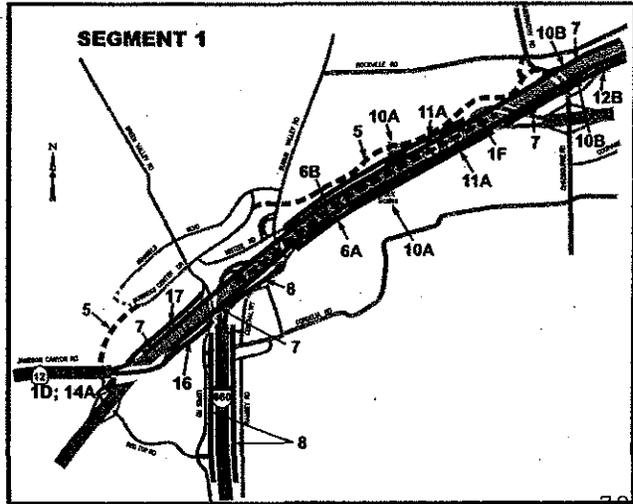


LEGEND

- HOV Lane
- Auxiliary Lane or Lane Add
- Park and Ride

See Segment 1 Detail Below

- 9 EB I-80 Aux Lane – Travis Blvd to Air Base Pkwy
- 10A Relocation / Reconstruction of Truck Scales
- 10B Upgrade Project 7 to Full Caltrans Standards
- 11A WB & EB I-80 Aux Lane – SR-12 (E) to Suisun Valley Road (if truck scale out of Segment 1)
- 11B Improvement / Expansion of Fairfield Transportation Center – Phase 3
- 12 EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av merge
- 13A WB I-80 Aux Lane – W. Texas St to Abernathy Rd
- 13B WB I-80 Aux Lane – Waterman Bl to Travis Bl
- 14A Red Top Rd Park & Ride – Phase 2
- 14B Gold Hill Rd Park & Ride
- 15A Lake Herman Rd / Vista Point Park & Ride
- 15B Benicia Intermodal Terminal
- 16 Braid EB I-80 Ramps – SR-12 (W) to Green Valley Rd
- 17 WB I-80 Aux Lane – Green Valley Rd to SR-12 (W)
- 18 I-80 / I-505 Weave Correction Project
- Downtown Area**
- 19A Benicia - West Military Park & Ride
- 19B Hiddenbrooke Pkwy Park & Ride
- 19C North Texas St Park & Ride
- 19D Columbus Pkwy & Rose Dr Park & Ride
- 20 EB / WB I-780 Stripe Aux Lane – 2nd St to 5th St
- 21 I-80 / Pitt School Rd Interchange Improvement
- 22 North First St Park & Ride
- 23 WB I-80 HOV Lane – Carquinez Bridge to SR-37
- 24 EB I-80 HOV Lane – Carquinez Bridge to SR-37 with Ramp Improvements at Redwood Parkway



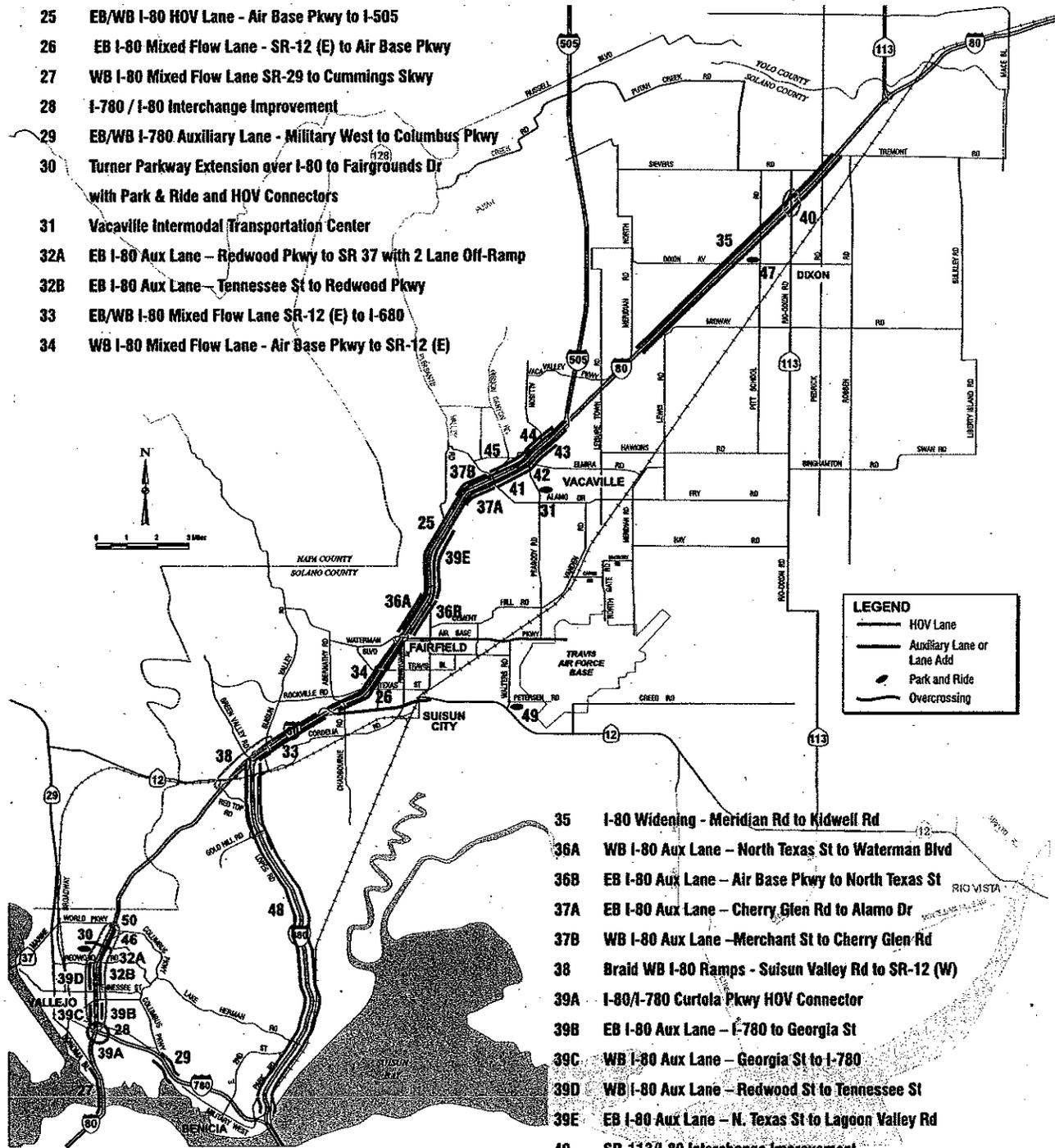
* Projects which are currently partially funded.

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 0-2

**MID-TERM PROJECTS
IN DRAFT ORDER OF PRIORITY**

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 8-7-03
Rev 8-11-03 Rev 8-25-03 Rev 9-3-03 Rev 11-25-03
Rev 2-24-04 Rev

- 25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
- 26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
- 27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
- 28 I-780 / I-80 Interchange Improvement
- 29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
- 30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
- 31 Vacaville Intermodal Transportation Center
- 32A EB I-80 Aux Lane - Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
- 32B EB I-80 Aux Lane - Tennessee St to Redwood Pkwy
- 33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
- 34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)



- 35 I-80 Widening - Meridian Rd to Kidwell Rd
- 36A WB I-80 Aux Lane - North Texas St to Waterman Blvd
- 36B EB I-80 Aux Lane - Air Base Pkwy to North Texas St
- 37A EB I-80 Aux Lane - Cherry Glen Rd to Alamo Dr
- 37B WB I-80 Aux Lane - Merchant St to Cherry Glen Rd
- 38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
- 39A I-80/I-780 Curtola Pkwy HOV Connector
- 39B EB I-80 Aux Lane - I-780 to Georgia St
- 39C WB I-80 Aux Lane - Georgia St to I-780
- 39D WB I-80 Aux Lane - Redwood St to Tennessee St
- 39E EB I-80 Aux Lane - N. Texas St to Lagoon Valley Rd
- 40 SR-113/I-80 Interchange Improvement
- 41 EB I-80 Aux Lane - Alamo Dr to Davis St
- 42 EB I-80 Aux Lane - Davis St to Peabody Rd
- 43 EB I-80 Aux Lane - Peabody Rd to Allison Dr
- 44 WB I-80 Aux Lane - Monte Vista Av to Mason St
- 45 WB I-80 Aux Lane - Mason St to Alamo Dr
- 46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
- 47 West A Street Park & Ride
- 48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
- 49 Walters Road Park & Ride
- 50 I-80/SR-37/Columbus Parkway Interchange Improvements

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 0-3
LONG TERM PROJECTS
IN DRAFT ORDER OF PRIORITY

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 9-7-03
 Rev 8-11-03 Rev 10-1-03 Rev 11-25-03 Rev 12-15-03
 Rev 1-15-04 Rev 1-28-04 Rev 1-29-04 Rev 1-30-04
 Rev 2-23-04 Rev 3-04-04 Rev 1-29-04 Rev 5-05-04 Rev 5-07-04
 Rev 5-19-04 Rev 5-25-04

Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$3.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Pitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Solano County	1	I-680/Marshview Rd	4	\$7.8	
	2	I-680/Parish Rd	4	\$5.8	
	3	I-80/Kidwell Rd	7	--	No Proposed Improvement
	4	I-80/SR-113 (North)	7	--	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	\$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	\$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	\$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	\$30.6	
	5	I-80/Davis St	6	--	Included as Long Term Project 41
	6	I-80/Midway Rd	7	\$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	\$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	--	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	\$66.4	
	2	I-80/Redwood St	2	Alt 1: \$12.8 Alt 2: \$52.1	
	3	I-80/Georgia St	2	\$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	--	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: \$2.2 Alt 2: \$8.4	
	6	I-780/Glen Cove Pkwy	3	\$1.3	
	7	I-780/Cedar St	3	--	Included as part of Long Term Project 28



DATE: July 6, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Final I-80/680/780 Transit Corridor Study

Background:

In February 2003, the STA Board approved entering into a contract with Wilbur Smith Associates to conduct the I-80/680/780 Transit Corridor Study. The study was funded from the state's Planning and Congestion Relief Program (part of the Traffic Congestion Relief Program). The major tasks of this study included:

- Analysis of the performance of all existing intercity bus services in Solano County.
- Documentation of the existing park and ride and transit center facilities.
- Analysis of corridor travel demand for commuters traveling between Solano County to the Bay Area and Sacramento destinations.
- Development of a 25-year Corridor Express Bus Service Plan.
- Development of a Highway Interface Plan identifying locations and types of highway improvements (such as direct HOV connectors) that would improve or maintain travel time for buses and ridesharing.
- An implementation strategy that proposes a phased bus facility and support facility plan.

This study provided the major transit and park and ride components included in the overall I-80/680/780 Corridor Study.

The Draft Plan was initially completed and circulated to Consortium and TAC members, Caltrans staff and the I-80/680/780 Corridor Study Project Development Team members in December 2003. A presentation to the STA Board was made on March 10, 2004. Presentations were then made to each of the city councils and Board of Supervisors for review and comments during April and May 2004.

Discussion:

To meet projected travel demand for 2030, the I-80/680/780 Transit Corridor Study recommends the following major elements:

1. An increase in park and ride spaces along the corridor from the current approximately 1,600 spaces to a total of about 4,200 spaces (including an increase from the current approximately 400 spaces at Curtola Park and Ride in Vallejo to 1,200 spaces; an expansion from approximately 600 spaces existing/under construction at the Fairfield Transportation Center to about 1,000 spaces; and development of new park and ride

- lots/transportation centers in each of the corridor cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo).
2. Expansion of the total number of intercity buses from the current combined fleet of 29 buses to 77 buses by 2030 (eventually reaching 100 buses beyond 2030), to meet the transit ridership projections for residents and workers in Solano County.
 3. The major new and increased bus services proposed along the corridor include:
 - A. Providing direct Benicia service to El Cerrito del Norte BART.
 - B. Modifying Routes 90 and 91 services to alternate those routes to provide better-combined peak hour service from Fairfield and Vacaville to BART.
 - C. Establishing a "super express" service from Vallejo Ferry Terminal to Sacramento.
 - D. Upgrading Routes 20 and 30 to provide additional commute and mid-day service along I-80 between Fairfield, Vacaville, Dixon and Davis.
 - E. Expanding Route 40 service from Vacaville-Fairfield-Benicia-Walnut Creek BART to provide additional mid-day hourly service with stops eventually in Benicia and Gold Hill Road in Fairfield.
 - F. Increasing headways on Route 80 from Vallejo- El Cerrito del Norte BART from 10 minutes to 7 minutes to eventually every 5 minutes.
 - G. Extending Route 85 service from its current terminus at Solano Mall to Davis and Sacramento.
 - H. Extending express bus service from Vallejo to Marin County.
 4. Additional "Next Steps" to better co-ordinate and fund these increased services include:
 - A. Incorporating the recommendations of this study into the Update of the Solano Comprehensive Transportation Plan.
 - B. Funding and implementing the first five-year projects (with particular attention to right-of-way protection for new planned park and ride facilities).
 - C. Developing annual and multi-year memorandums of understanding to fund intercity services.
 - D. Conducting a transit consolidation study for Solano County.
 - E. Working with Caltrans to pursue connecting HOV lanes with Contra Costa County.
 - F. Conducting an S.R. 12 Transit Study (Rio Vista- -Fairfield/Suisun City - Napa) to develop a transit strategy for that corridor to provide direct connecting service to the subject transit corridor.

Comments on the Draft Plan were received from Caltrans District 4, City of Benicia, City of Vacaville, City of Vallejo, Korve Engineering, the Project Development Team and STA staff. Responses have been provided for each of the comments received and were provided at the January 28 TAC and Consortium meetings. Some additional technical revisions to the demand analysis, total and additional subsidy needs, graphics and implementation schedule have also been made to the Final Plan.

Based on the final input received and technical changes made to the Final Plan, the projected total costs (in 2003 dollars) of the study's specific recommendations include:

- Bus fleet costs: \$60 million
- Maintenance Facilities: \$10.1 million
- Mid and long term park and ride spaces: \$55 million
- Access improvements to transit centers and park and ride facilities: \$84 million

Total Capital Costs: \$209.1 million over 26 years

- Total average annual bus operating and maintenance costs will increase from \$4.7 million in 2003 to \$15.0 million per year by 2030, for a total of \$246.8 million over 26 years. In addition to the projected \$87.5 million of projected fares, and \$70.5 million of existing subsidies, \$88.8 million of additional operating subsidies will be required to implement the entire vision plan.

Total Additional Operating and Maintenance Subsidy Costs: \$88.8 million over 26 years

The recommendations of the study have been incorporated into the overall I-80/680/780 Corridor Study.

On June 30, 2004, both the Transit Consortium and TAC reviewed and forwarded a recommendation to the STA Board to approve the Final Study subject to a few comments. One issue raised by the Vacaville representatives at both the TAC and Consortium committees was regarding the study's recommendation to "Fund and Conduct a Transit Consolidation Study, which includes bus maintenance and storage yard facilities." The concern was stated that for any consolidation study that would recommend a consolidated transit district, affected cities would need to opt into the district and not be forced to join the district. This proposed follow-up study is planned to occur between 2005 – 06 as part of the STAs Overall Work program. STA staff will work closely with each participating member agency to obtain their input on the scope of work, selection of a consultant, preparation of the study and implementation of it's recommendations. Staff will agendize the scope of work for this study prior to its initiation.

An additional comment from the Fairfield Transit Consortium representative was to incorporate additional language into the study on the importance of including activity centers wherever possible (i.e. retail component) as part of each major transit hub or park and ride facility. An addendum dated July 2, 2004 has been prepared that incorporates some additional language on this matter (and a few other technical items) into the final plan.

A copy of the Final Study is enclosed, under separate cover

Recommendation:

Approve the Final I-80/680/780 Transit Corridor Study and addendum dated July 2, 2004.

Attachments:

- A. Final I-80/680/780 Transit Corridor Study – see enclosure
- B. Addendum to Final I-80/680/780 Transit Corridor Study, July 2, 2004

**A COPY OF THE I-80/680/780
TRANSIT CORRIDOR STUDY IS
AVAILABLE
UPON REQUEST**

**Addendum to Final I-80/680/780 Transit Corridor Study
July 2, 2004**

1. Replace Mid-Term and Long Term I-80/680/780 Corridor Study maps (Figures 1-4 and 1-5 in the Transit Corridor Study) with the final STA Board adopted maps.
2. Add the following language to both the Executive Summary and the Implementation Chapter 7, "Land Use Policies:" New and expanded transportation centers and the larger park and ride facilities should be designed as regional or community activity centers with commercial uses and services incorporated into the project to create more pedestrian amenities, improve security and maintenance, and provide more opportunities for revenue generating uses. Ground floor commercial uses in parking structures, joint use facilities with adjoining shopping centers or office parks and other innovative land use strategies should be considered. The sponsors of these facilities should also consider the goals and pursue funding opportunities provided in the Transportation for Livable Communities Program (TLC)."
3. Delete column entitled "New Subsidy" in table ES-3.
4. Provide an 11" X 17" fold out version of Figure 4-1 "Solano County Employers with 200+ Employees" for better readability.
5. Change "Home Depot" to "Walmart" under the paragraph entitled "North First Street Park and Ride" on page 6-22.



DATE: July 6, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide Transportation for Livable Communities (TLC) Program Guidelines

Background:

The Metropolitan Transportation Commission (MTC) administers funds for the Transportation for Livable Communities (TLC) program. The purpose of the program is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

Recently, MTC revised the TLC program to include a separate Countywide TLC component that allows the nine Bay Area Congestion Management Agencies (CMAs) to administer a percentage (based on population) of the TLC funds for countywide priority projects. Two thirds of the new TLC program will now be available each cycle for a regionally competitive planning, capital, and Housing Incentive Program (HIP) projects, and one third for local planning and capital funds administered by the CMAs for county projects.

Funding for the Solano County Countywide TLC Program is expected to be \$525,000 for the first cycle (FY05/06 to FY06/07) and \$1.6 million for cycle 2 (FY07/08 to FY08/09).

Discussion:

In the fall of 2003, the seven cities and the county of Solano submitted candidate TLC projects for inclusion in the Alternative Modes Element of the Solano Comprehensive Transportation Plan update. Only projects on the candidate TLC projects list will be considered for the Countywide TLC Program (see Attachment A). Staff would like to give project sponsors one final opportunity to make any revisions to refine their submitted candidate TLC projects before the Alternative Modes Element is finalized by August 2004.

Staff is coordinating meetings to conduct field reviews of each of the candidate projects. The purpose of the field review is for staff to become familiar with each project and gain a better understanding of the project status and timeline. Staff has met with the cities of Dixon, Fairfield, Rio Vista, Suisun City and Vacaville to date, and is currently working to schedule meetings with the cities of Benicia and Vallejo, and the County of Solano.

In addition to field reviews, staff has developed draft Countywide TLC Program guidelines (see Attachment B), which includes eligibility information, project requirements, funding information, and a description of the application process. The STA's draft TLC Guidelines closely mirrors MTC's Regional TLC Guidelines and were initially reviewed by the STA Alternative Modes Committee at their May 20th meeting and are scheduled for a second review at their next meeting scheduled for July 9, 2004.

On June 30, 2004, both the SolanoLinks Consortium and the STA TAC recommended that the STA Board circulate the Draft Countywide TLC Guidelines for review and comment.

Recommendation:

Authorize the Executive Director to circulate the Draft Countywide Transportation for Livable Communities (TLC) Guidelines for review and comment.

Attachments:

A. Draft Countywide Transportation For Livable Communities (TLC) Program Guidelines

TLC Candidate Projects

Benicia	First Street Streetscape and Parking Enhancements
	State Park Road Bike/Pedestrian Bridge
County of Solano County	Old Town Cordelia TLC Improvement Project
Dixon	Downtown Streetscape Phase 3
	West 'B' St. Pedestrian Undercrossing
	Multi-Modal Transportation Center
Fairfield	West Texas Street Gateway Project
	West Texas Street Urban Village Project
	Downtown Fairfield Live-Work Center
	North Connector Project
	Vacaville-Fairfield Train Station Urban Center
	Union Avenue Streetscape Enhancements Program
Rio Vista	Highway 12 Corridor Planning Study
	Highway 12 Corridor Improvements between Shasta Drive and Rio Vista Bridge
	Waterfront Improvements Planning Study
Suisun City	Main Street Downtown Streetscape Improvement Project (Phase II)
	DriftWood Drive
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Station Pedestrian and Streetscape Enhancements
	Downtown Vallejo Renaissance Project
	Mare Island Bicycle and Pedestrian Access
Mult-Jurisdictional- TLC Corridor	Jepson Parkway

DRAFT COUNTYWIDE TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM GUIDELINES

COMMUNITY DESIGN PLANNING PROGRAM

TRANSPORTATION PLANNING LAND USE SOLUTIONS (T-PLUS)

Program Description

The Community Design Planning Program funds community design and planning processes to retrofit existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create pedestrian, bicycle, and transit-friendly environments. The key objective of this program is to provide funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans through an inclusive, community-based planning process. Community design planning processes often lead to the development of capital projects that can compete for funding at a regional level. The community planning process typically results in transportation/land-use concept plans; streetscape design concept plans; detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

Who Can Apply?

Community design planning grants are awarded on a competitive basis. Local governments, transportation agencies, and community-based nonprofit organizations may receive funding. Non-governmental organizations may act as the lead sponsor, but must partner with a local government agency to carry out the planning project. Grant recipients will be required to enter into a funding agreement with STA to carry out the project, and attend a workshop on grant administration.

How Much Funding is Available?

The STA may allocate Surface Transportation Program (STP) funds to this program. It is anticipated that grants under this program will range between \$5,000 and \$25,000 annually, with a maximum \$25,000 available countywide per year. A 20 percent local match is required. Local match is defined as the dollars used to match the planning work.

Eligible Activities

Project activities eligible for funding include conducting community design and visioning workshops; designing streetscape improvements that promote pedestrian, bicycle and transit activities; preparing neighborhood revitalization plans to strengthen community identity; developing transportation and land-use plans for redevelopment areas or preparing concept plans, drawings and design guidelines for capital projects.

How will Projects be Evaluated?

Part One: Evaluation Criteria

1. Study Need

- a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning project along with desired outcomes
- b. Project pertains to a defined physical location
- c. Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit (e.g., walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure, etc.)

2. TLC Program Goals

- a. Project addresses one or more TLC program goals, and demonstrates how well the goals are met.

3. Project Scope

- a. Project describes a collaborative planning process to be undertaken by identifying the:
 - community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations, nonprofits, community-based organization, etc.), local governmental agency, and the transit operator that will be involved and their roles
 - outreach strategy to solicit input from a diversity of participants
- b. Intended project outcomes include one or more of the following:
 - Community stakeholder participation and support
 - Plans for improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use
 - Plans for the development of higher density housing and mixed-use development near existing or planned transit infrastructure

4. Project Administration

- a. Project will result in a discrete and clear work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process.
- b. Project will be completed within MTC's allocation schedule (a 1-2 year timeline). Project sponsor commits to begin the project immediately once the Commission approves the project. Note: once projects are underway, STA/MTC will consider time extensions if the project sponsor demonstrates progress on the planning process, and demonstrates a real need for additional time to adequately conduct community outreach or technical analysis.
- c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

5. Solano Comprehensive Transportation Plan

- a. Project is an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan.

Part Two: Additional Factors

If a project meets the evaluation criteria listed above, STA will use the following factors to further evaluate competing projects for TLC assistance:

1. **Project Innovation:** To what degree does the project demonstrate innovation in project scope and community outreach techniques? Is this project different in scope and type than other candidate projects?
2. **Land Use/Transportation Links:** To what degree does the project support the building of higher density housing and mixed uses developments, particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/corridors?
3. **Local Match:** To what degree is the local match beyond the required match offered as part of the proposed project's total cost? To what degree does the project use TLC funds to leverage other funding? To what degree does the sponsor provide in-kind services (staff time or costs) towards the project?
4. **Low-income Community:** Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

Application Process

Step 1: STA issues a "call for projects" on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The planning proposal should include the amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), how project fulfills evaluation criteria shown above, preliminary scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task, project budget and schedule for the project by itemized task/work product, and project area map and existing conditions photos.

Step 3: STA staff evaluates project proposals with assistance from a Screening Committee to be approved by the Alternative Modes Committee.

Step 4: Based on the recommendations of the Screening Committee, STA staff, and funding availability of the overall program, a recommendation is forwarded to the STA Board.

Step 5: Following approval, grant recipients will enter into a funding agreement with STA and attend a special workshop on community planning and grant administration.

CAPITAL PROGRAM

COUNTYWIDE TLC & TE CAPITAL PROGRAM

Program Description

The Capital Program funds transportation infrastructure improvements to pedestrian, bicycle and transit facilities. The key objectives of this program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, improved internal mobility, and stronger sense of place. Typical TLC capital projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, and streetscapes. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, and/or construction.

Who Can Apply?

Capital Program grants are awarded on a competitive basis. Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate, or commit, the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients will be required to attend a training workshop on project implementation and the federal-aid process.

How Much Funding is Available?

STA and MTC allocate federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvements Program, or Transportation Enhancements (TE) Funds toward the capital project. Grant amount ranges from \$50,000 to \$500,000 per project. A local match of 11.5 percent of the total TLC project cost is required.

Grant recipients will be required to take the TLC capital project through the federal-aid process with Caltrans Local Assistance, and obligate, or commit, the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients will be required to attend a training workshop on project implementation and the federal-aid process.

Eligible Activities

Project activities eligible for funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. While these discrete activities are eligible for funding, STA is looking for a transportation capital project that is well-designed, uses a variety of different design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

How will Projects be Evaluated?

Part 1: Project Readiness Criteria

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects must secure a federal authorization to proceed with construction by the obligation deadline set by STA.

1. Has a collaborative planning process involving the local government agency, community stakeholders, transit district(s), and others affected by the project taken place? (If the planning process has not been undertaken, please consider applying in a future cycle once the process is completed.)
2. Is the project fully funded with TLC capital funds? Is the project dependent upon other funding yet to be secured? Please provide a project budget showing all funding amounts and fund sources secured for the project, and describe how any funding shortfalls will be covered.
3. Is the project dependent upon another uncompleted major capital project?
4. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
5. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired (from non-TLC sources) if needed?
6. Is there a utility relocation phase within the project area but implemented separately from the project?
7. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
8. Has your public works staff reviewed and approved the conceptual plan?
9. Is there significant local opposition that may prevent the project from meeting the funding obligation deadline?
10. Are there any pending lawsuits related to the project?

Part 2: Basic Eligibility Criteria

All basic eligibility criteria below must be met before a project can be reviewed according to the evaluation criteria under Part 3. Briefly describe how the project satisfies each criterion. Following grant approval, the project sponsor will submit a governing board approved resolution confirming the requirements described below have been met.

1. Project is adopted in the Solano Comprehensive Transportation Plan.
2. The funding request is greater than \$50,000 and less than \$500,000.
3. The project sponsor assures that a local match of at least 11.5 percent of the total project cost will be available.

4. The project sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
5. The project is well-defined and results in a usable segment.
6. The project sponsor understands and agrees to the STA project delivery requirements as described below.
 - a. Federal funds through the TLC Capital Grants program are fixed at the programmed amount, and therefore any cost increase would not be funded through TLC.
 - b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in the Transportation Improvement Program (TIP).
 - c. A field review with Caltrans Local Assistance and STA staff will be completed within six (6) months of grant approval.
 - d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
 - e. The project design drawings will be submitted to STA for review and comment at various design stages, typically 30%, 60%, 90%, and 100% submittals.
 - f. Completed Plans, Specifications, and Estimates (PS&E) package will be submitted to STA, MTC, and Caltrans Local Assistance by no later than April 1 in the year of regional obligation deadline.
 - g. Federal funds will be obligated by the fund obligation deadline established by STA or MTC for this grant cycle.
 - h. The “before” and “after” photos of the project will be sent to STA for use in publications, press releases, reports, etc. about the TLC program.
 - i. STA will be notified immediately to discuss potential project implications that will affect the delivery of the project.
 - j. The project sponsor commits to maintaining the project.

Part 3: Capital Evaluation Criteria

If a project meets all the screening factors identified in Parts 1 and 2, it is evaluated according to the criteria shown below. For each category, a project will be assigned a “high”, “medium”, or “low” rating. Funding priority is based on the degree to which the project meets these criteria.

1. TLC Program Goals

- a. Project addresses one or more TLC program goals, and demonstrates how well the goals are met.

2. Community Involvement

- a. Project resulted from an inclusive and collaborative planning process with community stakeholders, including low-income, minority community representatives (if applicable), as

demonstrated by new or strengthened project partnerships, outreach efforts to a diversity of participants, and innovative planning techniques used to solicit public input.

- b. A planning document (such as a transportation-land use plan, urban design/landscape concept plan, design development plan, specific plan, general plan etc.) from which the project was derived, or a conceptual design illustrating the project, has been prepared and made available to the public for review and comment.
- c. Project is supported by the local agency (including planning, public works, engineering, traffic, and/or redevelopment departments/ agencies), transit operator(s), and community stakeholders who are affected by the project.

3. Project Impact

The project remedies a current or anticipated problem, and will result in one or more of the following community benefits:

- a. Transit Corridor Improvements: promotes TLC related improvements for transit hubs, ferry terminals, rail stations, and park and ride facilities that support transit services (express bus, rail, ferry) along the I-80/680/780 & SR 12 corridors.
- b. Transportation Choices: project provides for a range of transportation options to access jobs, shopping, recreation and other daily needs.
- c. Pedestrian and Bicycle Access: project improves direct pedestrian or bicycle access to the downtown, commercial core, neighborhood, or transit stop/corridor.
- d. Transit Access: project improves transit accessibility to a major activity center.
- e. Safety and Security: project reduces the number of pedestrian/bicycle injuries and fatalities, and addresses safety and security concerns around transit facilities.
- f. Street Design: project promotes good street design to encourage pedestrian, bicycle and transit trips such as narrow traffic lanes, wide sidewalks, marked crosswalks, landscape buffers, etc.; promotes safe road-sharing between bicycles and vehicles; and complies with the American with Disabilities Act and applicable street design standards.
- g. Traffic Calming: project reduces driving speeds to facilitate safe pedestrian, bicycle, and vehicle travel and street crossings.
- h. Streetscape Design: project creates pedestrian, bicycle and transit friendly environments through street trees, landscape buffers, pedestrian-scaled lighting, wide sidewalks, etc.
- i. Community Design: project enhances the look and feel of the community and fosters a strong sense of place through upgrades to the physical environment and cohesive designs of streets, buildings, and public spaces.
- j. Air Quality: project improves mobility via walking, biking, or taking transit, and thus reduces vehicle trips and improves air quality.
- k. Economic Development: project acts as a catalyst to generate local economic development opportunities, particularly within disadvantaged communities.

4. Land Use Links

- a. Project supports channeling new growth to areas of the region with established infrastructure and existing residential development, employment centers, and other major activity centers such as retail and cultural facilities.
- b. Project is located in a project area that is currently zoned, or will be rezoned, to support the development of a diverse mix of housing (particularly high-density, affordable, and/or mixed-income developments), retail, commercial, or office uses.
- c. Project is located in a project area where major transit infrastructure exists or is planned in to serve the land use developments.
- d. Project directs investment to a traditionally low-income community, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole.

Application Process

Step 1: STA issues a “call for projects” on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The project proposal should include amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), detailed description of the specific capital improvements to be funded by TLC, how project fulfills evaluation criteria shown above, project finance plan for preliminary engineering, right-of-way and construction phases, project schedule for preliminary engineering, right-of-way and construction phases, and project area map and photos.

Step 3: STA evaluates project proposals with assistance from representatives from STA’s Screening Committee, approved by the Alternative Modes Committee.

Step 4: Based on the recommendations of the Screening Committee, STA staff, and funding availability of the overall program, staff will make a recommendation to the STA Board.

Step 5: Following approval, grant recipients will submit to STA a board-approved resolution demonstrating commitment to fund and build the project and attend a workshop on project implementation and the federal-aid process. Grant recipients will be required to take the TLC capital project through the federal-aid process with Caltrans Local Assistance and comply with STA’s project review process. Funds returned to STA for any reason will be reprogrammed according to Commission policy.



DATE: July 2, 2004
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Update – June 2004

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. In January 2004, the STA Board adopted its Legislative Priorities and Platform for 2004 to provide policy guidance on transportation legislation and the STA's legislative activities.

Discussion:

Last month, the STA Board supported SCA 20, the constitutional amendment that would protect against the suspension of Proposition 42. It would require that funds could only be diverted in cases of a disaster and would also require a 4/5 vote in each house. The Senate Appropriations Committee has postponed the scheduled hearing on this bill.

The following bill has recently been added to the Legislative matrix.

SB 849 (Torlakson and Alpert) – Watch (MTC and ABAG)

This bill would add the Bay Area Air Quality Management District to the joint policy committee created by the Metropolitan Transportation Commission and the Association of Bay Area Governments. The joint policy committee will oversee, coordinate, analyze and report on specific matters pertaining to smart growth, agency consolidation, and major planning documents.

This bill would further require the committee to report to the Legislature by January 1, 2006, on the feasibility of consolidating certain functions currently performed separately by the Metropolitan Transportation Commission and the Association of Bay Area Governments.

The issue related to the MTC/ABAG merger issue is identified in the 2004 Legislative Priorities and Platform. For that reason, STA staff recommends a watch position on SB 849.

The policy related to SB 849 is addressed by the 2004 Legislative Priorities, Item 5
5. Monitor legislative efforts to merge MTC and ABAG governing Boards and their respective responsibilities.

Recommendation:

Approve a position of Watch on SB 849.

Attachments: A. Legislative Matrix – June 2004
B. SB 849

***Solano Transportation Authority
Legislative Matrix
July 2004***

State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 1320 (Dutra) Transit Village Plan Design	This bill would require the Transit Village Plan to include all land within not less than ¼ mile of the exterior boundary of the parcel on which is located a transit station that would be defined by the bill to mean a rail station, ferry terminal, bus hub, or bus transfer station. It would also require the Transit Village Plan to include any 5 of the demonstrable public benefits that is currently authorized by the Transit Village Development Planning Act of 1994. (Amended 3/25/04)	Chaptered	
AB 2456 (Spitzer) Regional Transportation Improvement Programs: PPM Funds	Provides that regional transportation planning agencies and county transportation commissions may request and receive an amount not to exceed 1 percent of their regional improvement fund expenditures, but not less than the amount programmed in the 2002 State Transportation Improvement Program (STIP) for project planning, programming and monitoring. Changes the allowable expenditures of this takedown to "project development and delivery." (Amended 5/4/04)	ASM Appropriations (held under submission)	
AB 2737 (Dutra) Government Tort Liability	This bill would provide that neither a public entity nor a public employee is liable for an injury caused by the <i>location of</i> , condition of, existing upon, or that occurs on, a street, highway, road, sidewalk, or other access adjacent to or leading to or from public property <i>not</i> owned or controlled by the public entity, unless the public entity itself owns or controls the street, highway, road, sidewalk, or other access. The bill would also provide that neither a public entity nor a public employee is liable by reason of constructing or locating public property or public facilities of the public entity. (Amended 4/22/04)	ASM Judiciary Referred to Committee on Judiciary (failed passage)	
AB 2741 (Salinas/Wolk) Metropolitan Transportation Commission: Composition	This bill increases the number of commissioners representing Alameda and Santa Clara Counties from two each to three each. Provides that the mayor of Oakland and the mayor of San Jose shall appoint the third member for Alameda and Santa Clara respectively.	ASM Local Government (hearing canceled at the request of the author)	
AB 2847 (Orpeza) Gasoline and motor	This bill would, until January 1, 2008, impose a 5-cent fee of an unspecified amount on each gallon of gasoline subject to the existing laws and each gallon of motor vehicle diesel fuel	ASM Referred to	Watch

vehicle diesel fuel fees	subject to the Diesel Fuel Tax Law. The revenues from the fee would be deposited in the Highway Fee Fund created by the bill. The bill would require money from the fee, except for refunds, to be used, upon appropriation by the Legislature, only to finance the maintenance, operation, improvement and construction of the state highway and local street and road system, and to finance environmental programs that mitigate the air impacts of motor vehicles. <i>(Amended 4/27/04)</i>	Appropriations (held under submission)	
AB 2908 (Wolk) Metropolitan Transportation Commission: Composition	This bill increases the number of commissioners representing Alameda and Santa Clara Counties from two each to three each. The bill provides that the mayor of Oakland and the mayor of San Jose appoint the third member for Alameda and Santa Clara respectively.	ASM Transportation Committee and Local Government	
ACA 21 (Bough and Spitzer) Motor vehicle fuel sales tax revenue	This bill would change the vote requirement to 4/5 of the membership of each house of the legislature in order to enact a statute suspending in whole or in part the transfer of sales taxes on motor vehicle fuel deposited into the General Fund to the Transportation Investment Fund.	ASM Transportation (failed passage)	Support
ACA 24 (Dutra) Transportation Investment Fund - Loans 104	This measure would <i>delete the provisions authorizing the transfer of revenues from the General Fund to the Transportation Investment Fund to be suspended. The measure would instead</i> authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account, or to local agencies, under conditions that are similar to conditions applicable to loans of revenues under Article XIX of the California Constitution. This bill would require that any money transferred to the Transportation Investment Fund may be loaned to the General Fund only under one of the following conditions: 1) That any amount loaned is to be repaid in full to the Transportation Investment Fund during the same fiscal year; 2) that any amount loaned is to be repaid in full, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned within three fiscal years from the date on which the loan was made.	ASM Re-referred to Appropriations (held under submission)	Support
ACA 29 (Harman, Lowenthal, and Richman – Coauthors: Bates, Benoit, Berg, Canciamilla, Daucher, Dutra, Shirley, Horton, LaMalfa, Liu, Mathews Negrete, McLeod, Plescia, and Wolk) Transportation	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 the fiscal emergency.	ASM Re-referred to Appropriations (held under submission)	Support

Investment Fund			
SB 849 (Torlakson and Alpert) Metropolitan Transportation Commission and Association of Bay Area Governments	This bill requires that the Bay Area Air Quality Management District be added to the joint policy committee created by the Metropolitan Commission and the Association of Bay Area Governments, and requires the joint policy committee to oversee, coordinate, analyze, and report on specified matters pertaining to smart growth, agency consolidation and major planning documents. This bill would further require that the committee report to the Legislature by January 1, 2006, on the feasibility of consolidating functions currently performed separately by the Metropolitan Transportation Commission and the Association of Bay Area Governments.	ASM Appropriations (placed on suspense file)	
SB 1614 (Torlakson) Gasoline and motor vehicle diesel fuel	This bill would impose a 10-cent fee on each gallon of gasoline of subject to existing law on collection of such fees and would require such revenues from the fee to be deposited in the Highway Fee Fund created by the bill. The bill would require the fee to be imposed according to existing law and upon appropriation by the Legislature. This bill would also require that revenues from the fee to be used to finance the maintenance, operation, and road system and that revenue from one cent of the fee be used to finance environmental programs that mitigate the air impacts of motor vehicles. The bill would require the California Transportation Commission to hold hearings annually in order to derive information to report to the Legislature on the amount of funding needed to maintain, operate, improve and construct the state highway and local street and road system.	SEN Failed passage in committee	Watch
SCA 20 (Torlakson) Motor vehicle fuel sales tax revenue	This measure would authorize the of suspension of the sales tax revenues on motor vehicle sales taxes that are transferred to the Transportation Investment Fund only if the Governor issues a written proclamation that the suspension is necessary because of a disaster and the suspension is enacted by a statute passed by a 4/5 vote of the membership of each house of the legislature, and if the amount of any revenues not transferred due to suspension is repaid to the Transportation Investment Fund within the next 3 fiscal years with accrued interest. If the amount is not repaid by the end of that period, this measure would require the transfer of that amount from the General Fund to the Transportation Investment Fund on the first day following that period.	SEN Appropriations (hearing postponed by committee)	Support

BILL NUMBER: SB 849 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY JUNE 15, 2004
AMENDED IN ASSEMBLY MAY 19, 2004
AMENDED IN ASSEMBLY MAY 6, 2004
AMENDED IN SENATE AUGUST 29, 2003
AMENDED IN SENATE JULY 23, 2003
AMENDED IN SENATE MAY 21, 2003
AMENDED IN SENATE APRIL 21, 2003

INTRODUCED BY Senators Torlakson and Alpert

FEBRUARY 21, 2003

An act to add Sections 66536 and 66536.1 to the Government Code, relating to regional planning.

LEGISLATIVE COUNSEL'S DIGEST

SB 849, as amended, Torlakson. Metropolitan Transportation Commission and Association of Bay Area Governments.

Existing law, the Metropolitan Transportation Act, creates the Metropolitan Transportation Commission as a regional agency to provide comprehensive regional transportation planning for the San Francisco Bay Area counties.

This bill would express the Legislature's findings that the commission ~~had~~ has collaborated with the Association of Bay Area Governments (ABAG) ~~and formed a joint policy committee with ABAG, known as the joint policy committee. The bill would require that committee to oversee specified actions regarding regional housing, land use, air quality, and transportation planning~~ on regional coordination and agreed to create a joint policy committee. The bill would express the Legislature's findings that the Bay Area Air Quality Management District should be included on the joint policy committee by June 30, 2005, as a represented agency. The bill would require that committee to report to the Legislature by January 1, 2006, on the feasibility of consolidating functions separately performed by ABAG and the commission. The bill would require the committee to coordinate the development and drafting of major planning documents prepared by ABAG, the commission, and the Bay Area Air Quality Management District.

Because the bill would require local agencies to perform additional duties, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 66536 is added to the Government Code, to read:

66536. The Legislature finds and declares the following:

(a) The Association of Bay Area Governments, known as ABAG for the purposes of this section and Section 66536.1, and the Metropolitan Transportation Commission ~~collaborated on the "2002 Smart Growth Strategy: Regional Livability Footprint Project."~~ *have collaborated on regional coordination.*

(b) ABAG and MTC formed the "ABAG-MTC Task Force" in 2003 to review methods to improve comprehensive regional planning, including possible organizational and structural changes to ABAG and MTC.

(c) The ABAG-MTC Task Force agreed to set aside the issue of a merger between the ABAG and MTC and to develop a better structure for coordinated regional planning. ~~The ABAG-MTC Task Force agreed that support exists for a substantial and effective regional implementation strategy based on information, partnership, incentives, and disincentives.~~

(d) The ABAG-MTC Task Force agreed to create a joint policy committee to develop staff support for that committee and to work on short- and long-term goals. Formation of the joint policy committee can result in substantial real progress in resolving regional transportation problems.

(e) The ABAG-MTC Task Force members agreed that structural changes were required in the working relationship between ABAG and MTC, and that the joint policy committee should have a substantial role in facilitating progress on regional transportation matters.

(f) There is a history of cooperation and coordination among the Bay Area Air Quality Management District, ABAG, and MTC.

(g) The three agencies are collectively responsible for developing and adopting air quality plans for national ambient air quality standards.

(h) Based on this history and collective involvement, and the interrelation between land use, transportation, and air quality, the Bay Area Air Quality Management District ~~shall~~

should be included as a represented agency on the joint policy committee by June 30, 2005. If the Bay Area Air Quality Management District has not been included by June 3, 2005, the Bay Area Air Quality Management District shall be included as a represented agency with an equal number of committee members .

SEC. 2. Section 66536.1 is added to the Government Code, to read:

~~66536.1. (a) To further develop the recommendations of the "2002 Smart Growth Strategy: Regional Livability Footprint Project," the joint policy committee shall oversee the following actions:~~

~~(1) Develop a list of incentives, financial strategies, and model codes or other strategies and invite and work with local agencies to create and implement these strategies and best management practices.~~

~~(2) Develop a legislative agenda working with other state and regional agencies to develop a regional comprehensive planning strategy, including, but not limited to, regional land use, transportation planning, air quality, smart growth, and jobs-housing balance.~~

~~(3) Consider a regional investment strategy and incentives that~~

~~reinforce the "2002 Smart Growth Strategy: Regional Livability Footprint Project."~~

~~(b)~~

66536.1. (a) The joint policy committee shall prepare a report analyzing the feasibility of consolidating functions separately performed by ABAG and MTC. The report shall be reviewed and approved by MTC and the ABAG executive board and submitted to the Legislature by January 1, 2006.

~~(c)~~

(b) The combined membership of the joint policy committee shall include at least one representative from each of the nine regional counties: Alameda, Contra Costa, Marin, Napa, Sonoma, San Mateo, San Francisco, Santa Clara, and Solano.

~~(d)~~

(c) The joint policy committee shall coordinate the development and drafting of major planning documents prepared by ABAG, MTC, and the Bay Area Air Quality Management District, including reviewing and commenting on major interim work products and the final draft comments prior to action by ABAG, MTC, and the Bay Area Air Quality Management District. These documents include, but are not limited to, the following:

(1) Beginning with the next plan update scheduled to be adopted in 2008, the regional transportation plan prepared by MTC and described in Section 66508 of the Government Code.

(2) The ABAG Housing Element planning process for regional housing needs pursuant to Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

(3) The Bay Area Air Quality Management District's Ozone Attainment Plan and Clean Air Plan.

SEC. 3. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.



DATE: July 1, 2004
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report:
1) I-80/I-680/SR 12 Interchange
2) North Connector
3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7
4) I-80/I-680/I-780 Transit Corridor Study
5) Caltrans Auxiliary Lanes Project
6) Jepson Parkway
7) Highway 37
8) Highway 12 (Jameson Canyon and 12/29 Interchange)
9) Highway 12 (East)
10) I-80 Widening (Dixon to Vacaville)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The Governor's May Revision to the proposed FY 2004-05 Budget restored some funding to the State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP). Although the Legislature has not approved a FY 2004-05 Budget, transportation funding is expected to at least parallel the Governor's May proposal. TCRP projects with existing allocations from the California Transportation Commission (CTC) will continue to receive funding in FY 2004-05. However, no proposal has been made on how new STIP allocations may proceed. The I-80/I-680/SR 12 environmental studies, the North Connector environmental studies, the Jameson Canyon environmental studies and the purchase of a ferry have continued to receive reimbursements from the state and should receive allocated funding in FY 2004-05.

Discussion:

The following provides an update to major highway projects in Solano County:

1) I-80/I-680/SR 12 Interchange PA/ED. The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCo/Nolte. The Environmental Scoping Meeting and transportation "open house" were held on May 12, 2003. The technical analysis portion of the study to evaluate the truck scales relocation has been completed and the Draft Study released (see related Agenda item) The configuration of the Interchange is dependent on the location of the truck scales and a decision from the State is anticipated this summer. Discussions between staff members at Headquarters and District 4 Caltrans, Headquarters California Highway Patrol (CHP) have provided an alternate design for the truck scales within the I-80/I-680/SR 12

Interchange that significantly reduces the Option 1 costs identified in the study. In July, this potential design will be presented to the STA Board for their consideration. Follow on meetings with senior management of Caltrans, CHP and the Business, Transportation and Housing (BT&H) Agency will be scheduled. STA staff and consultants met with staff from several resource agencies (the Bay Conservation and Development Commission, California Fish and Game Department and U.S. Fish and Wildlife Service) and received guidance on how to proceed with evaluating the potential impacts of this project on the Suisun Marsh. The PA/ED phase of this project is scheduled for completion in late 2006.

2) *North Connector PA/ED.* Korve Engineering was selected for the PA/ED phase for the North Connector. This project continues on schedule and the Administrative Draft of the Environmental Document is scheduled to be completed by June 30, 2004. The North Connector PA/ED is fully funded through the TCRP (\$2.7M). The final alignment of a portion of the North Connector is dependent on the outcome of the truck scales relocation study and the decision regarding the future location of truck scales. The Draft Environmental Assessment/Environmental Impact Report (EA/EIR) is due out this Fall with the final EA/EIR anticipated by Summer 2005.

3) *I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7.* Korve Engineering was selected to complete this last phase of the I-80/680/780 Corridor Study. This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. The Draft I-80/I-680/I-780 Major Investment & Corridor Study is complete and will be considered for adoption by the STA Board in July (see related Agenda item).

4) *I-80/I-680/I-780 Transit Corridor Study.* This project is funded with a State Planning Congestion Relief Program (PCRP) grant for \$275,000. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The Transit Corridor Study identified specific locations for park and ride lots that have been incorporated into both the Mid-Term and Long-Term projects lists. The I-80/680/780 Transit Corridor Study will be considered for adoption by the STA Board in July (see related Agenda item).

5) *Caltrans Auxiliary Lanes Project.* Caltrans is the project manager for this project. The project was advertised for bids on September 2, 2003 and the contract was awarded to O.C. Jones (the contractor for SR 37 Improvements) on December 2, 2003. Construction started on March 2, 2004. The construction contract was awarded for \$12,121,812, 30% under the engineer's estimate. The project is funded through the Interregional Transportation Improvement Program (ITIP) the State Highway Operations and Protection Program (SHOPP). This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. The project is currently on schedule and on budget. The construction is scheduled to be completed in November/December 2004.

6) *Jepson Parkway.* The Environmental Impact Study (EIS) is underway for the Jepson Parkway with scheduled completion in 2004. Several segments of the project have been completed, including the Vanden/Peabody intersection realignment in Fairfield, replacement/widening of three bridges in Vacaville, and Leisure Town Road improvements in Solano County. Additionally, the contract for the Walters Road widening segment in Suisun City was awarded on January 6, 2004 to Ghillotti Brothers, Inc (\$5.01M) with construction scheduled for completion in August 2004. Bids were opened on July 29, 2004 for the next segment scheduled for construction, the I-80/Leisure Town Road Interchange. Two bids were below the \$16M

estimate and construction is anticipated to start this summer. The Metropolitan Transportation Commission (MTC) approved replacing the \$4.65M in STIP funds with federal Surface Transportation Program (STP) funds that allowed this project to proceed this fiscal year.

7) *Highway 37*. Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 2 provides four lanes from the Napa River Bridge to SR 29 and is scheduled to be complete by January 2005. Phase 3 constructs the SR 37/29 interchange and is scheduled to be complete by December 2005. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction. The projects are on schedule and within budget.

8) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC; however, Caltrans District IV suspended the consultant contracts for this project at the direction of Caltrans Headquarters. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have participated in a value analysis process with the goal of identifying a "fundable" roadway project. The value analysis process resulted in a recommendation for a 4-lane conventional roadway instead of a freeway design, reducing the estimated costs from \$262M to \$104M. Continued TCRP funding in the State FY 2004-05 Budget will allow this project to proceed; however, STA and NCTPA are in discussions with Caltrans District 4 to determine how the project PA/ED work should proceed and which agency should be the project lead agency.

9) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. The Round Hill Creek Bridge project is complete. The other two projects provide profile improvements and shoulder widening to correct safety deficiencies, as well as turning lanes at some intersections. These projects are in the preliminary design phase and the environmental documents and project reports are scheduled for completion in October 2004. The draft Environmental Impact Report was released for review by Caltrans in January 2004 and a Public Meeting was held on March 10, 2004 at the Western Railroad Museum to receive public comments. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$11.5M and the cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

10) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The environmental and design phases of this project are funded with \$9M in ITIP funds; however, only funds for the environmental phase have been allocated. A Value Analysis has been completed. Three alternatives recommended in the value analysis are currently being evaluated in the environmental documents.

Recommendation:
Informational.



DATE: July 6, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano/Napa Multi-Modal Travel Demand Model Status (Phase I)
Update

Background:

Since January 2003, DKS Associates has been under contract with the STA to develop a new multi-regional, multi-modal travel demand model for Solano and Napa counties that will be forecasting traffic to the year 2030. On February 4, 2003, a kick-off "charrette" meeting was held at the STA to launch the model development and discuss the model structure. Since then, the Solano/Napa Model TAC has been meeting monthly with the consultants to develop the new model.

The new model is being developed under the "T - Plus Cube" program and will replace STA's current "Tranplan" traffic model that was originally developed in the early 1990's (and updated in 2001) as part of the monitoring requirements of the Solano Congestion Management Program (CMP). The traffic model is intended to be used for long term and countywide modeling needs of the STA and member agencies including corridor studies, environmental impact reports, general and specific plans and transit studies.

This model is designed to replicate travel behavior in Solano and Napa Counties, within a 16-county area including the Bay Area, Sacramento Region, San Joaquin County and Lake County. Because the model contains a much larger multi-regional area than STA's current model, the traffic forecasts at the outer gateways of the county (i.e. SR 12 in Rio Vista and I-80 in Dixon) will be more accurate. The model complies with the standards and guidelines established by Caltrans and MTC for regional and countywide models.

The model development has been provided regular input from the Modeling TAC consisting of modelers and planners from the cities and counties of Solano and Napa. The consultants and committee have been meeting on a monthly basis and are in the final stages of completing Phase I, the traffic component of the model.

A new traffic analysis zone structure and roadway network has been developed for the entire 16-county area. The model has been validated to year 2000 traffic volumes on major roadways within Solano and Napa counties. Local land use data, provided by the cities and counties, has been used to develop trip generation inputs in both Solano and Napa counties consistent with U.S. Census data, recent traffic counts from key check points in the two counties and Association of Bay Area Governments (ABAG) Projections 2003 housing and job forecasts.

Discussion:

The DKS consultant team has been working hard to achieve a successful highway assignment model which incorporates Napa and Solano Counties, travel patterns into the wider super region. Working with the Solano/Napa Model TAC and with individual staff members and modelers from the participating cities and counties has greatly improved the value and confidence of the new model.

In the next three months, the consultants will be completing the Phase I highway traffic model and preparing forecasts for review and refinement by the Model TAC. The initial forecasts are expected to be previewed at the next Model TAC scheduled for July 22, 2004 with the final draft forecasts prepared by August 19, 2004. Based on comments received from local jurisdictions, the consultants will revise the 2030 forecasts.

A presentation of the forecasts from the new Phase I model will be made at the STA TAC meeting scheduled for August 25, 2004 and the STA Board on September 8, 2004. DKS consultants will be present to provide a demonstration of the new model at those meetings. The TAC is then scheduled to finalize the review of the Phase I model on September 29, 2004 and forward a recommendation to the STA Board on October 13, 2004.

Some of the initial work needed to prepare a Phase II Model (transit rider forecast) has also been started, but will need additional time and resources to complete. The necessary steps and approach to completing a model design for Phase II will be developed as part of the completion of the Phase I model.

Attached is a more detailed "Summary Progress Report" prepared by DKS consultants.

Recommendation:

Informational

Attachment

A. Summary Progress Report – Development of Solano/Napa Travel Model, June 17, 2004

MEMORANDUM

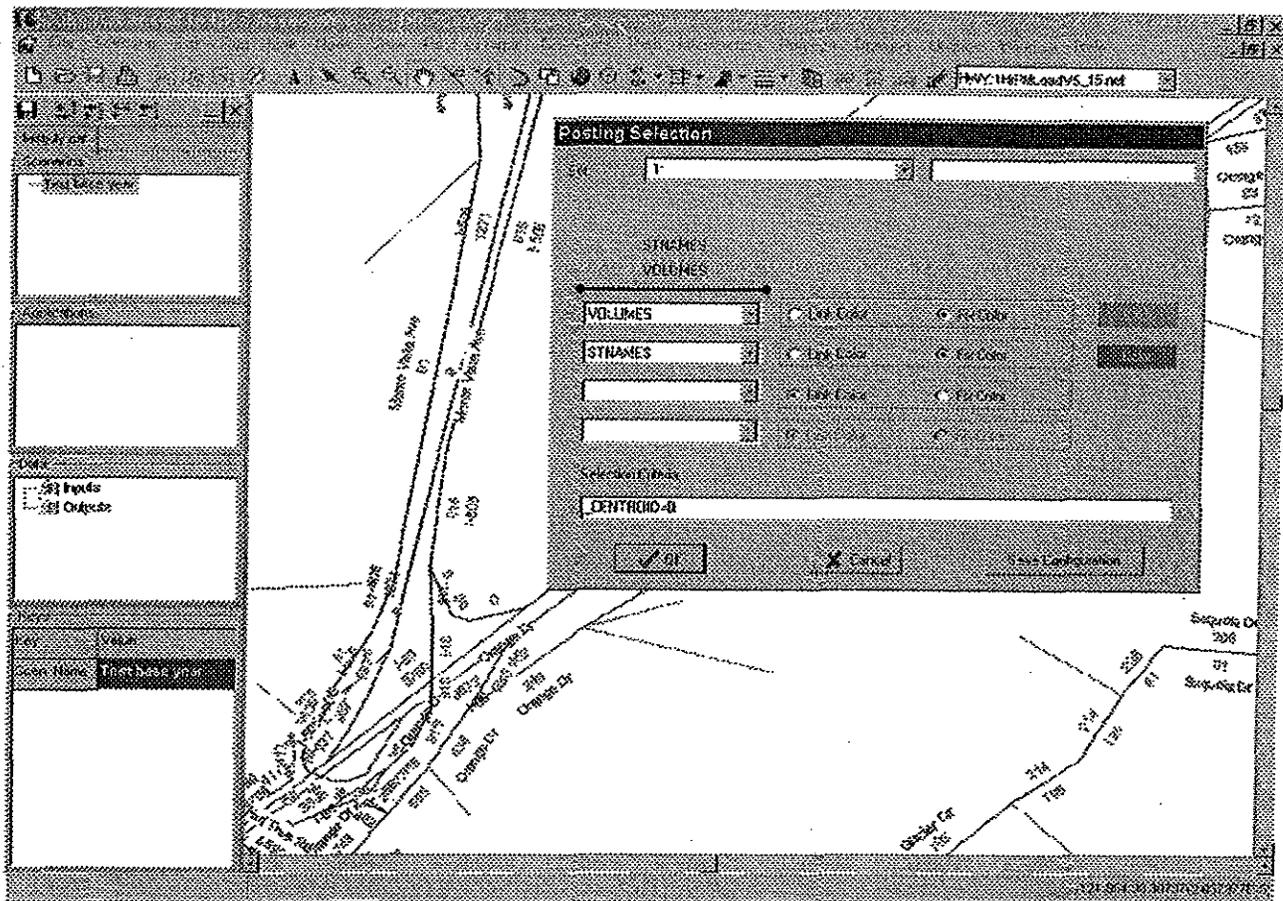
TO: Dan Christians, Solano Transportation Authority
FROM: Joe Story
DATE: June 17, 2004
SUBJECT: Project Summary and Proposed Completion of the Solano/Napa Travel Model Development Project

The development of the Solano/Napa travel model has been underway since January of 2003. The travel model is designed to replicate the super-regional travel behavior that occurs in Solano and Napa counties, which are situated between the Bay Area, the Sacramento region, San Joaquin County and Lake County. These movements are particularly critical to understand as specialists develop forecasts for future conditions; the rapid growth in each county and region will create changes in travel patterns in the future and these changes also need to be understood. As the travel movements between the counties and these areas have not been adequately examined in any prior countywide or regional model, this model represents a new approach to the inter-regional forecasting trends.

Part of the unique design of this model is to use local land use data for trip generation inputs in both Solano and Napa counties. Although regional model structures look at demographic characteristics such as households and jobs, this model was designed to work with local land use databases kept by each jurisdiction (using square footages, number of units or acreages). Because each jurisdiction inventories land uses according to different categories, a unique conversion system for trip generation for each jurisdiction was developed. Further, highway networks and geography for each area are defined differently and these differences were rectified with a new traffic analysis zone structure and 16-county roadway network.

The travel model has also been developed in a manner that will make it easier for reviewers to understand. The model road segments have been redesigned to more accurately represent an actual street map, and the street names have been attached to local links. The travel model has also been developed to be viewable in Cube software, which also allows for color coding. An example of the I-80/I-505 interchange area as shown with this software is shown on the following page.

The travel model has been calibrated according to year 2000 travel patterns, and validated to year 2000 traffic volumes on major roadways around Napa and Solano Counties. The calibration has focused on "screenlines" (the gateways between different areas within counties or at county lines), with most screenlines between 0 and 15 percent of counts. Individual roadway traffic counts have also been compared to model volume estimates for the year 2000 base year and most arterial roadways are within 200 vehicles of counts, and most freeways are within 800 vehicles of counts.



DKS has updated the scope of services so that we can provide the best value added for the client given the limited funds available. Specifically, the revised efforts and schedule are as follows:

1. **Prepare Draft 2030 Forecasts for review and refinement.** DKS would provide a draft 2030 forecasts for local jurisdiction staff for review and comment. A preliminary set of forecasts will be provided to the Model TAC on July 22nd, with the final draft forecasts reviewed on August 19th to the Model TAC.
2. **Circulate Draft 2030 Forecasts for review.** Based on comments received by local jurisdictions staff, DKS would revise the 2030 forecasts and circulate them for refinement and approval. It is anticipated that these would be refined in the month of August, and circulated to full Solano TAC on August 25th. The STA Board would review the model forecasts on September 8th, 2004.
3. **Complete and document the Phase 1 model.** While refinement and approval is proceeding, DKS would prepare the draft documentation. Once the forecasts and model are given a satisfactory review, DKS would revise and publish it in final form in September.
4. **Develop a model design for the Phase 2 model.** DKS will prepare a Phase 2 Model Strategy paper outlining the steps and recommended approach to achieving a model that would also incorporate transit rider forecasts.

p:\p\02\02306\project summary june 2004.doc



DATE: July 6, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Solano Countywide Pedestrian Plan

Background:

The Solano Countywide Pedestrian Plan (Phase 3c) is funded through the Caltrans Community Based Transportation Grant program. The purpose of the plan is to identify countywide pedestrian-oriented projects that support walking as a means of transportation. The Pedestrian Plan is intended to be linked to the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities (TLC) Program and the Regional Bicycle/ Pedestrian Program, and Caltrans' Safe Routes to Schools Program. The plan's overall objectives are:

1. To develop an overall vision and systematic plan for accommodating pedestrians in each urban area based on general shared policies, principles, and criteria.
2. To document existing conditions, plans, and projects that will implement the Plan, highlighting specific current or potential projects for each agency.

The development of the plan was divided into several phases for funding purposes. The Countywide Pedestrian Plan (Phase 3c) is the final document to complete this effort and will incorporate aspects from each of the prior phases. Upon completion and approval by the STA Board, the plan will be included into the Alternative Modes Element of the STA's Solano Comprehensive Transportation Plan.

The STA's Pedestrian Advisory Committee (PAC), consisting of citizen appointees from each city and agencies with pedestrian planning interests, assisted staff in developing the draft Countywide Pedestrian Plan.

Discussion:

Enclosed is the Working Draft Countywide Pedestrian Plan for initial review and comments. Staff is working with the PAC and our consultant, Landpeople, to develop a priority projects list and associated costs for each project. This list will be brought back to the TAC in August for further discussion. Initial comments on the working draft are due July 28, 2004.

The project is on schedule to be completed by September 2004. The following is a brief description of the remaining proposed project timeline:

- August 2003 - Caltrans notifies STA of Community Based Transportation Planning Grant Award
- STA retains Landpeople for consulting services related to developing the plan
- September 2003 - Landpeople begins meeting with public works, planning, police, school districts and community services staff from STA member agencies.
- Landpeople also begins compiling data pertaining to pedestrian safety, landuses, safe routes to school
- January 2004 - STA appoints Pedestrian Advisory Committee (PAC) members
- February and April 2004 - PAC meets twice and is given a project overview and updated on data gathered to date
- June 2004 - Working Draft is developed and is distributed for initial review and comments from the PAC and the STA's Technical Advisory Committee (TAC).
- July 28, 2004 - Working Draft comments due to STA staff
- September 2004 - Final Draft w/ priority pedestrian projects and cost estimates developed and reviewed by the PAC and forward a recommendation to the TAC and STA Board.
- September 8, 2004 - Presentation of final draft plan at the STA Board Meeting
- September 29, 2004 - TAC reviews Draft Final Countywide Pedestrian Plans and forwards a recommendation to the STA Board.
- October 13, 2004 - STA Board considers adoption of the Countywide Pedestrian Plan

Recommendation:

Informational

Attachment:

A. Working Draft Countywide Pedestrian Plan -- provided upon request.

**COPIES AVAILABLE UPON
REQUEST**



DATE: July 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: FY 2004-05 TDA and Gas Tax Contributions for STA

Background:

Each year, STA member agencies provide contributions for STA operations from Transportation Development Act (TDA) funds and local gas tax subventions. These two revenue sources, combined with annual congestion management agency funds (federal STP) provided by the Metropolitan Transportation Commission (MTC), have provided the core funding for the STA since its separation from the County of Solano in 1996. The TDA and gas tax revenues fund a percentage of the STA's core operations. These operations include administrative staff, benefits, services and supplies, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

On January 14, 2004, the STA Board unanimously adopted a policy to index the annual TDA and gas tax contributions provided by member agencies to the STA. The index policy adopted specified 2.7% for TDA and 2.1% for gas tax. The indexed rate is linked to the aggregate amount for both TDA and gas tax for Solano County in a given fiscal year. The TDA and gas tax contributions are reviewed each year by the TAC and Board as part of the annual budget cycle.

Discussion:

Attachment A is the proposed member agency contributions for both TDA and gas tax for FY 2004-05. These amounts have been reduced slightly from the estimates approved by the Board in February 2004 when the initial FY 2004-05 Budget for STA was approved. Estimates for both TDA and gas tax have been revised downward based upon the February 25, 2004 TDA estimate from MTC and the actual gas tax receipts for Solano County agencies for FY 2002-03 (most recent full fiscal year data); therefore, TDA was reduced from \$380,052 to \$373,753 and gas tax was reduced from \$293,066 to \$284,185. If the actual amounts vary for FY 2004-05, adjustments will be made for FY 2005-06.

Recommendation:

Informational.

Attachment

- A. FY 2004-05 TDA and Gas Tax Contributions from Member Agencies
- B. Estimated Gas Tax and TDA for Member Agencies (December 2003 Estimates)

ATTACHMENT A**FY 2004-05 TDA and Gas Tax Contributions from Member Agencies**

June 2004

AGENCY	TDA	GAS TAX	TOTAL
Benicia	24,543	18,662	43,205
Dixon	14,653	11,142	25,795
Fairfield	93,002	70,714	163,716
Rio Vista	5,194	3,950	9,144
Suisun City	24,362	18,524	42,886
Vacaville	85,199	64,781	149,980
Vallejo	108,971	82,856	191,827
Solano County	17,829	13,556	31,385
TOTAL	373,753	284,185	657,938

Estimated Gas Tax and TDA
for Member Agencies and STA

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1														
2	PROJECTED GAS TAX REVENUES													
3			FY 03-04	STA	FY 04-05	STA	FY 05-06	STA	FY 06-07	STA	FY 07-08	STA	FY 08-09	STA
4	Total Gas Tax Revenue*		13,681,900	Contribution	13,955,540	Contribution	14,234,650	Contribution	14,519,350	Contribution	14,809,750	Contribution	15,105,950	Contribution
5	Benicia		530,721	20,883	541,335	21,301	552,162	21,727	563,206	22,161	574,470	22,604	585,960	23,057
6	Dixon		320,704	11,197	327,118	11,421	333,660	11,649	340,334	11,882	347,141	12,120	354,083	12,362
7	Fairfield		1,899,869	68,626	1,937,866	69,999	1,976,623	71,398	2,016,157	72,826	2,056,482	74,283	2,097,612	75,769
8	Rio Vista		97,415	3,493	99,363	3,563	101,351	3,634	103,378	3,707	105,445	3,781	107,554	3,857
9	Suisun City		520,870	19,623	531,287	20,015	541,913	20,416	552,752	20,824	563,807	21,241	575,084	21,665
10	Vacaville		1,755,525	65,889	1,790,635	67,207	1,826,448	68,551	1,862,978	69,922	1,900,239	71,320	1,938,244	72,747
11	Vallejo		2,284,056	82,595	2,329,738	84,247	2,376,332	85,932	2,423,860	87,650	2,472,340	89,404	2,521,787	91,192
12	Solano County		6,272,741	15,014	6,398,196	15,314	6,526,160	15,621	6,656,686	15,933	6,789,826	16,252	6,925,625	16,577
13			13,681,900	287,320	13,955,540	293,066	14,234,650	298,928	14,519,350	304,906	14,809,750	311,005	15,105,950	317,225
14														
15	NOTE*:	Total Gas Tax Revenue estimates are based upon a 2% annual increase in revenues to												
16		Solano County. The distribution of gas tax is estimated based upon the distribution												
17		of gas tax for FY 01-02.												
18														
19	PROJECTED TDA REVENUES													
20			FY 03-04	STA	FY 04-05	STA	FY 05-06	STA	FY 06-07	STA	FY 07-08	STA	FY 08-09	STA
21	Total TDA Revenue**		13,490,634	Contribution	14,076,018	Contribution	14,823,303	Contribution	15,656,735	Contribution	16,520,345	Contribution	17,419,336	Contribution
22	Benicia		844,360	25,996	881,000	27,124	927,770	28,564	979,934	30,170	1,033,986	31,834	1,090,253	33,566
23	Dixon		505,053	14,259	526,969	14,878	554,944	15,668	586,146	16,548	618,477	17,461	652,133	18,411
24	Fairfield		3,133,515	87,624	3,269,489	91,426	3,443,059	96,280	3,636,643	101,693	3,837,236	107,303	4,046,048	113,142
25	Rio Vista		167,308	4,507	174,569	4,703	183,836	4,952	194,172	5,231	204,882	5,519	216,032	5,820
26	Suisun City		833,415	24,673	869,580	25,744	915,744	27,110	967,231	28,635	1,020,582	30,214	1,076,120	31,858
27	Vacaville		2,886,462	83,383	3,011,715	87,001	3,171,600	91,620	3,349,922	96,771	3,534,700	102,109	3,727,048	107,666
28	Vallejo		3,708,931	105,079	3,869,875	109,639	4,075,317	115,459	4,304,450	121,951	4,541,879	128,678	4,789,035	135,680
29	Solano County		612,943	18,726	639,541	19,539	673,493	20,576	711,359	21,733	750,597	22,931	791,443	24,179
30	Totals		12,691,987	364,247	13,242,738	380,052	13,945,763	400,229	14,729,857	422,732	15,542,339	446,049	16,388,112	470,322
31														
32	NOTE**:	Total TDA Revenue estimates are based upon February 2003 estimates from MTC for												
33		total TDA funds projected for Solano County. The distribution to local agencies is based												
34		upon MTC estimates. The total available to agencies is reduced by TDA Article 3 funds												
35		and the 4% Administration and Planning funds reserved for MTC and Counties.												
36														

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ATTACHMENT B



DATE July 8, 2004
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members 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>Applications Due</u>
Regional Planning Transportation for Livable Communities (TLC) Program	Evelyn Baker, MTC, (510) 464-7753	Due July 16, 2004
Regional Capital Transportation for Livable Communities (TLC) Program	Evelyn Baker, MTC, (510) 464-7753	Due July 16, 2004
Solano Transportation Fund for Clean Air Program (40% Program Manager Funds)	Robert Guerrero, STA, (707) 424-6014	Due July 28, 2004
Local Streets and Roads Shortfall	Mike Duncan, STA, (707) 424.6075	Due August 31, 2004
BAAQMD Vehicle Incentives Program (VIP)	Dave Burch, BAAQMD, (415) 749-4641	September 16, 2004
California State Parks Habitat Conservation Fund	Richard Rendon, Cal DPR, (916) 651-7600	Due October 1, 2004
California State Parks Recreational Trails Program (RTP)	David Smith, Cal DPR, (916) 651-8576	Due October 1, 2004
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	Q3 – September 3, 2004 Q4 – November 23, 2004
California Resources Agency Environmental Enhancement and Mitigation Program (EEMP)	Dave Brubaker, Program Coordinator, (916) 653-5656	December 19, 2004



FUNDING OPPORTUNITY:

**Regional Planning
Transportation for Livable Communities (TLC) Program**

Applications Due July 16, 2004.

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Transportation for Livable Communities Program's Regional Planning Grants 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 governments, community-based nonprofit organizations and transportation service providers. Non-governmental applicants must submit a letter of coordination from the appropriate local government as part of the planning proposal.

Program Description: Provides funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans through an inclusive, community-based planning process.

Funding Available: Up to \$75,000 is available per project. A 20 percent local match is required.

Eligible Projects:

- Conducting community design and visioning workshops
- Designing streetscape improvements that promote pedestrian, bicycle and transit activities
- Preparing neighborhood revitalization plans to strengthen community identity
- Developing transportation and land-use plans for redevelopment areas or along a Resolution 3434 corridor
- Preparing concept plans, drawings and design guidelines for capital projects

Further Details: http://www.mtc.ca.gov/projects/livable_communities/tlc_grants.htm

Program Contact Person: Evelyn Baker, MTC, (510) 464-7753, ebaker@mtc.ca.gov

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6075



FUNDING OPPORTUNITY:

**Regional Capital
Transportation for Livable Communities (TLC) Program**

Applications Due July 16, 2004.

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Transportation for Livable Communities Program's Regional Capital Grants 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 governments, community-based nonprofit organizations and transportation service providers. Non-governmental applicants must submit a letter of coordination from the appropriate local government as part of the planning proposal.

Program Description: Encourages pedestrian, bicycle and transit trips; supports a community's larger infill development or revitalization effort; and provides for a wider range of transportation choices, improved internal mobility, and stronger sense of place.

Funding Available: Grant amount ranges from \$500,000 to \$3 million per project. A federal local match of 11.5 percent of the total TLC project cost is required.

Eligible Projects:

- Bicycle and pedestrian paths, bridges and Bike Lanes.
- Pedestrian plazas; Streetscaping & Traffic calming
- MTC is looking for a capital project that is well-designed, uses a variety of different design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

Further Details: http://www.mtc.ca.gov/projects/livable_communities/tlc_grants.htm

Program Contact Person: Evelyn Baker, MTC, (510) 464-7753, ebaker@mtc.ca.gov

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6075



FUNDING OPPORTUNITY:

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

Applications due to STA July 28, 2004

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air 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 Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and colleges in south Solano County are eligible.

Program Description: This program provides grants to local agencies for clean air projects.

Funding Available: \$119,355.74 remaining in FY 2004-05 funds

Eligible Equipment: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: Application material, program guidelines, and additional information about the TFCA program is available

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Local Streets and Roads Shortfall

Applications due August 31, 2004

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Local Streets and Roads Shortfall 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: Congestion Management Agencies (CMAs) or an equivalent agency.

Program Description: Funds to rehabilitate local streets and roads.

Funding Available: Solano County's share of shortfall funds is \$1,887,000.

Eligible Projects: Local streets and roads rehabilitation. Projects can include pavement and non-pavement elements.

Further Information: Local jurisdictions must apply through their local CMAs and be advised that each CMA may have expanded criteria for their respective county programs.

STA Contact: Mike Duncan, STA, (707) 424.6075



FUNDING OPPORTUNITY:

**Bay Area Air Quality Management District
Vehicle Incentives Program (VIP)**

Application due September 16, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Bay Area Air Quality Management District's Vehicle Incentives Program (VIP) 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 located within the jurisdiction of the Bay Area Air Quality Management District (Air District) are eligible to apply.

Program Description: The Vehicle Incentive Program (VIP) is a grant that helps project sponsors acquire low emission, alternative fuel vehicles

Funding Available: Maximum grant request is \$100,000 to \$150,000(if sponsor aides 3rd parties). Incentives for applicants requesting \$25,000 or more will be provided on a pro-rated basis.

Eligible Projects:

- New and Used Low emissions vehicles:
- The vehicle must be certified to the ULEV-II, SULEV, or ZEV emission standard.
- 75% of vehicle operation must be in the BAAQMD Air District

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/vip/index.asp

Program Contact Person: Dave Burch, Sr. Environmental Planner, (415) 749-4641
dburch@baaqmd.gov

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



FUNDING OPPORTUNITY:

**California State Parks
Habitat Conservation Fund**

Applications due October 1, 2004

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the California State Parks' Habitat Conservation Fund is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities counties and districts are eligible to apply.

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. Match can be made with Non-state dollars or in-kind contributions.

Eligible Projects:

- Acquisition and restoration of habitat (mostly funded):
East Bay R.P.D., Yunus Property
\$200,000
- Wildlife/Interpretive/Educational trails (sparsely funded):
City of Sacramento, Parks Jacinto Creek Park/Parkway
\$89,000

Further Details: http://www.parks.ca.gov/default.asp?page_id=21361

Program Contact Person: Richard Rendon, Cal DPR, (916) 651-7600, rrend@parks.ca.gov

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



FUNDING OPPORTUNITY:

**California State Parks
Recreational Trails Program (RTP)**

Applications due October 1, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the California State Parks' Recreational Trails Program (RTP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands

Program Description: The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects

Funding Available: About \$2.2 million per year will be available for non-motorized projects and about \$1.0 million for motorized projects based on the federal Fiscal Year 2003 appropriation. Minimum match of 20%.

- Eligible Projects:
- Maintenance and restoration of existing recreational trails (motorized projects only)
 - Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
 - Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only)
 - Construction of new recreational trails (see Procedural Guide for more information)
 - Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
 - Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only).

Further Details: http://www.parks.ca.gov/default.asp?page_id=21362

Program Contact Person: David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

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



FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Applications Due: 3rd Quarter – September 3, 2004, 4th Quarter - November 23, 2004

TO: STA Board

FROM: Sam Shelton, Planning Assistant

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

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

Program Description: Bikes Belong is offering grants to address four specific goals:
Ridership growth
Leveraging funding
Building political support
Promoting cycling

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

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

Further Information: Applications and grant information are available online at www.bikesbelong.org. Navigate to grant programs.

Bikes Belong Contact: Tim Baldwin, Bikes Belong Coalition,
(617) 426-9222

STA Contact Person: Robert Guerrero, STA Associate Planner
(707) 424-6014
rguerrero@STA-SNCL.com



FUNDING OPPORTUNITY:

**California Resources Agency
Environmental Enhancement and Mitigation Program (EEMP)**

Applications due December 19, 2004

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the California Resources Agency Environmental Enhancement and Mitigation Program (EEMP) 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, local and federal governmental agencies and non-profit organizations.

Program Description: This program provides funds to mitigate the environmental impacts of modified or new public transportation facilities.

Funding Available: \$10 million each year, 40% going to northern CA counties. Projects are generally limited to \$250,000.

Eligible Projects:

- Highway Landscape and Urban Forestry
- Acquisition, restoration or enhancement of resource lands to mitigate the loss.
- Roadside Recreation

Further Details: <http://resources.ca.gov/eem/>

Program Contact Person: Dave Brubaker, the EEM Program Coordinator, (916) 653-5656
dave.brubaker@resources.ca.gov.

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



DATE: July 1, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Finance Consultant
RE: FY 2004-05 Proposed Budget Revision and Adoption of Initial FY
2005-06 Budget

Background:

Beginning in fiscal year 2002-03, the STA Board adopted a two-year budget for the operations and programs of the STA. The rolling two-year budget is updated periodically, with adoption of the upcoming annual budget element in the spring preceding the budget year.

On February 11, 2004 the STA Board approved the FY 2004-05 annual budget with total revenues and expenditures estimated at \$5.858 million. Since then, updated cost and revenue information for FY 2004-05 has become available and an initial FY 2005-06 budget has been developed. This information has been compiled by staff and our financial consultant and is presented as a revision to the adopted FY 2004-05 budget and presentation of the initial FY 2005-06 budget.

In 2003, the STA retained an independent Accounting firm, Kevin Harper, to perform an assessment of the agency's finance and accounting processes, procedures and resources. The report issued by Kevin Harper identified 21 specific recommendations for consideration by STA management staff. Subsequently, the Executive Director developed a management implementation plan that addressed the recommendations contained in the assessment and outlined a detailed course of action within the resource limitations of the STA. One of the items contained in the management implementation plan identified the need to retain a dedicated finance/accounting staff person to manage, coordinate and implement the STA's growing financial, budgeting, and accounting tasks.

Discussion:

The proposed FY 2004-05 budget revision and initial FY 2005-06 budget is shown in Attachment A. Highlighted areas indicated changes from the FY 2004-05 budget adopted in February 2004. Key FY 2004-05 budget revisions are summarized below:

Operations and Administration Expenditures

- Salary and benefits costs have been reduced to reflect contracted benefits rates, services and supplies have decreased slightly, Board expenses have been reduced to reflect actual expenditure experience, and the Expenditure Plan has been reduced due to acceleration of project costs and the completion of the Plan in July of FY 2004. The results of these

changes is a decrease of \$74,578 to the Operations and Administration expenditure budget.

SNCI Program Expenditures

- Salary and benefits costs have been revised to reflect contracted benefits rates and changes in employee benefits status. Services and supplies have increased to reflect updated cost estimates. These changes result in a net increase of \$35,300 for SNCI Management /Administration.
- Program cost changes reflect changes to the revenue estimates for the programs, and changes in the amounts of revenues from prior year carry forward. The SNCI program costs increased by \$22,083. The result of these changes is an increase of \$57,383 to the SNCI program budget.

Project Development Expenditures

- Salaries and benefits have been revised to reflect contracted benefits rates, and increased services and supplies cost resulting in a net decrease of \$4,087 for Project Management/Administration.
- Two new projects were added, Paratransit Coordination and SR 12 MIS Operational Strategy, reflecting the availability of new grants and other funding for these activities. \$30,000 identified to fund the Regional Impact Fee Feasibility Study has been shifted to Strategic Planning. Project cost revisions have resulted in a net increase of \$189,163 for Project Development.

Strategic Planning Expenditures

- Salary and benefits costs have been revised to reflect contracted benefits rates, resulting in a decrease of Planning Management/Administration costs of \$4,409.
- Program cost changes for SolanoLinks marketing, model development/maintenance, TLC program, countywide trails plan, transit consolidation feasibility study, and Oakland/Auburn commuter rail study are due to changes in prior year carry forward funds.
- The CMP Update/Regional Impact Fee Study, SR 12 Transit Study, and Jepson Parkway Concept Plan update were added to the budget due to the availability of funding for these studies.
- The TFCA program expenditures line item has been increased to \$163,219 to reflect adjusted prior year carry forward amounts and revised FY 04-05 revenue estimates.
- Based on the increased expenditures for these studies, there is a net increase of \$297,830 for Strategic Planning.

Revenues

- Most revenue changes are due to better estimates available at this time, and revisions to prior year carry forward amounts. The annual elements of multi-year projects often change to reflect project schedule changes. These shifts are captured in the budget and budget revisions.
- A critical component of the revenue estimates for FY 2005/06 Budget is the completion of the STIP/STP funds swap approved previously by the STA Board. This funding is critical for the STA to sustain and expand its increasing level of commitment to project

development activities and to fund priority projects such as the Rio Vista Bridge Study and the SR 113 Major Investment Study.

This budget revision is based on the most current estimates available. During the course of the year, quarterly budget vs. actual reports will be prepared to monitor budget adherence and to determine if additional budget adjustments are needed.

Establishment of a Dedicated Finance/Accounting Position

The Solano Transportation Authority has strived to continue to expand its capabilities, effectiveness and expertise to meet the increasing number of priority projects and tasks of the STA Board and its member agencies. One of the primary areas of increased responsibility and workload is in the areas of finance/budget, accounting and fund management. The STA currently manages 26 separate fund sources, each with their own set of rules and guidelines for expenditure and payment. Concurrently, the STA has developed a more detailed system for funds management and, in partnership with the City of Vacaville's Finance and Accounting staff, has improved and streamlined our account code system. Currently, the responsibility for STA's financial and accounting functions is shared by a combination of two management staff and consultants. Based on the increase workload for budgeting and accounting and the important role that the STA plays in tracking and allocating various regional, state and federal funds to member agencies for various priority projects, it is imperative that the STA establish a new staff position dedicated to performing the functions outlined in the attached list of job tasks and responsibilities (attachment B). The establishment of this position will increase the STA's ability to meet its growing responsibilities for finance and accounting, and alleviate some of the workload on other STA staff enabling them to focus their efforts in the areas of Administrative Services and Project Development.

The STA's Executive Committee recommended the STA Board approve the establishment of a Program Manager/Analyst position for Finance and Accounting at the salary range identified in attachment B, but leave the position unfunded in the current budget until the STIP/STP fund swap, approved by the STA Board, can be concluded with the Metropolitan Transportation Commission (MTC).

Recommendation:

Approve the following:

1. Adopt the revised STA FY 2004-05 budget and initial FY 2005-06 initial budget as shown in Attachment A.
2. Authorize the establishment of a Program Manager/Analyst Position for Finance/Accounting.

Attachment

- a. Proposed FY 2004-05 Budget Revision and FY 2005-06 Initial Budget
- B. List of Job Tasks and Responsibilities for Program Manager/Analyst Position for Finance/Accounting

**AGENDA ITEM IX.B
ATTACHMENT A**

**SOLANO TRANSPORTATION AUTHORITY
FY 2004-05 BUDGET and PROPOSED FY 2005-06 BUDGET
June 25, 2004**

REVENUES		
STA Fund ¹	FY 04-05	FY 05-06
Gas Tax (Reserve Account)	\$30,000	\$30,000
Interest	\$0	\$0
STP ^{2,3}	\$676,286	\$832,311
Gas Tax	\$254,185	\$268,928
YSAQMD	\$16,000	\$10,000
AQMD/ECMAQ	\$3,000	\$150,000
STIP ³	\$184,077	\$38,000
TCRP 25.2	\$60,000	\$29,230
DMV/AVA	\$11,000	\$11,000
STIP-TAP	\$69,400	\$0
TCRP 25.3	\$50,000	\$60,000
FTA 5310 ⁴	\$127,200	\$0
Trails	\$3,000	\$0
TDA Art. 4/B	\$373,769	\$400,229
TDA Art. 3	\$0	\$0
TFCA	\$335,237	\$235,237
STAF	\$591,070	\$307,020
LIFT	\$33,034	\$35,000
CBO	\$50,000	\$30,000
RIDES	\$355,000	\$319,500
Sponsors	\$23,000	\$25,000
Subtotal	\$3,205,242	\$2,781,455

TFCA Program		
	FY 04-05	FY 05-06
TFCA	\$163,219	\$78,068
Subtotal	\$163,219	\$78,068

Abandoned Vehicle Abatement Program		
	FY 04-05	FY 05-06
DMV	\$339,000	\$339,000
Subtotal	\$339,000	\$339,000

Jepson Parkway		
	FY 04-05	FY 05-06
STIP	\$30,332	\$0
Demo 152B	\$185,000	\$0
Subtotal	\$215,332	\$0

North Connector		
	FY 04-05	FY 05-06
TCRP 25.2	\$553,000	\$320,470
Subtotal	\$553,000	\$320,470

I-80/680/780 Corridor Study		
	FY 04-05	FY 05-06
STP	\$10,000	\$0
SP&R	\$0	\$0
STIP (PPM)	\$0	\$0
Subtotal	\$10,000	\$0

I-80/680/SR 12 Interchange		
	FY 04-05	FY 05-06
TCRP 25.3	\$1,843,000	\$1,415,500
Subtotal	\$1,843,000	\$1,415,500

TOTAL, ALL REVENUE	\$6,328,793	\$4,934,493
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EXPENDITURES		
Operations & Administration	FY 04-05	FY 05-06
Operations Management/Administration	\$968,283	\$996,263
STA Board of Directors	\$44,225	\$44,225
Expenditure Plan	\$25,000	\$0
Contributions to STA Reserve Account	\$30,000	\$30,000
Subtotal	\$1,067,508	\$1,070,488

SNCI		
	FY 04-05	FY 05-06
SNCI Management/Administration	\$469,973	\$496,307
Employer/Van Pool Outreach	\$10,000	\$7,500
SNCI General Marketing	\$52,385	\$26,854
Fall Campaign	\$12,000	\$10,000
Bike to Work Campaign	\$10,000	\$10,000
BikeLinks Maps	\$0	\$10,000
Incentives	\$38,000	\$25,000
Specialized City Services	\$3,000	\$5,000
Guaranteed Ride Home Program	\$5,000	\$5,000
Transit Management Administration	\$10,000	\$0
Rio Vista Van Pool Program	\$29,734	\$31,700
Community Based Transit Study	\$35,000	\$25,000
Local Transit Studies	\$120,000	\$0
Napa Van Pool Incentives	\$3,000	\$0
Subtotal	\$798,092	\$652,361

Project Development		
	FY 04-05	FY 05-06
Project Management/Administration	\$176,200	\$188,320
STIP Project Monitoring	\$59,400	\$0
Paratransit Coordinating/PCC	\$203,250	\$1,000
Regional Impact Fee Feasibility Study	\$0	\$0
SR 113 MIS/Corridor Study	\$0	\$0
SR 12 Bridge Study	\$0	\$150,000
SR 12 MIS Operational Strategy	\$10,000	\$0
Jepson Parkway EIR	\$215,332	\$0
North Connector PA/ED	\$653,000	\$320,470
I-80/680/780 Corridor MIS	\$10,000	\$0
I-80/680/12 Interchange PA/ED	\$1,843,000	\$1,415,500
Subtotal	\$3,070,182	\$2,076,290

Strategic Planning		
	FY 04-05	FY 05-06
Planning Management/Administration	\$341,715	\$366,286
SolanoLinks Marketing	\$84,000	\$84,000
General Marketing	\$32,000	\$32,000
Events	\$30,000	\$30,000
Model Development/Maintenance	\$140,000	\$80,000
Solano County TLC Program	\$62,000	\$37,000
Comprehensive Transportation Plan	\$0	\$0
Countywide Pedestrian/Trails Plan	\$2,000	\$0
Transit Consolidation Feasibility Study	\$35,000	\$40,000
Oakland/Auburn Commuter Rail Study	\$25,000	\$0
FF/VV Rail Station Design	\$39,077	\$0
Route 30	\$25,000	\$25,000
CMP Update/Regional Impact Fee Study	\$50,000	\$0
SR 12 Transit Study	\$25,000	\$0
Jepson Parkway Concept Plan Update	\$0	\$25,000
TFCA Programs	\$163,219	\$78,068
DMV Abandoned Vehicle Abatement Program	\$339,000	\$339,000
Subtotal	\$1,393,011	\$1,136,354

TOTAL, ALL EXPENDITURES	\$6,328,793	\$4,934,493
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- Notes:
1. includes revenues for all departments -- Operations, SNCI, Project Development, and Strategic Planning.
 2. STP includes STP Planning, TLC, and STP/STIP Swap
 3. STIP includes PPM, APDE, and a share of Jepson STIP
 4. FTA 5310 revenues for Solano Paratransit Vehicles
 5. For FY 05-06, presumes a STP/STIP swap of \$2M over 3 years.
- Shaded areas indicate changes from the FY 2004-05 Budget adopted on February 2, 2004.

SOLANO TRANSPORTATION AUTHORITY

SAMPLE BUDGET ANALYST DUTIES

\$4061 – \$4936/Month.

1. Prepares annual budget development calendar and work program (e.g., budget development tasks/activities, dates/schedule, and responsible person).
2. Researches and forecasts revenues for budget. Monitors actions by outside agencies that influences revenue projections during the year.
3. Develops salary and benefits budget for the agency. Identifies sources of funding for salaries. Monitors changes to employee benefits costs throughout the year.
4. Assists division directors in preparing their requests by providing information and analysis to support budget requests. Reviews account coding for the budget.
5. Compiles budget request information from division directors, summarizes information, and identifies issues for Authority budget.
6. Prepares annual TDA/STAF claim for the Authority. Assists in developing a matrix of all TDA/STAF claims in Solano County.
7. Prepares and updates annual fund source sheets, including description of source, amounts available, and amounts committed.
8. Prepares draft budget for review by directors in spreadsheet and text form; prepares proposed budget for presentation to STA Board; writes staff report, and develops tables, charts and graphs as appropriate.
9. Monitors actual expenditures and revenues against budgeted amounts on a monthly basis using accounting reports. Identifies account code reclassifications. Prepares quarterly and year-end report of budget vs. actual revenues and expenditures for STA Board. Identifies budgeted revenues and expenditures to be carried into subsequent years for multi-year projects.
10. Analyzes budget impacts of Board policies/actions throughout the year.
11. Assists in ensuring invoices and revenues are coded in accordance with the adopted budget.
12. Develops reports as needed to assist in tracking expenditures, project or program budgets, grant expenditures and reimbursements, and contracts.

13. In accordance with the budget policies, identifies the need for budget amendments during the year. Prepares budget amendment recommendations and records approved amendments in budgeting and accounting system.
14. Assists the director in developing or modifying the Authority's budget policies.
15. Assists program managers in preparing grant applications, grant monitoring and tracking, and preparing for special audits.
16. Assists in preparing for the annual financial audit.
17. Assists in updating the Authority's indirect cost allocation plan.