



Solano Transportation Authority

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Members:

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

MEETING NOTICE

September 10, 2003

**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

Chair Sperring

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)

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:

Jim Sperring, Chair City of Suisun City	Karin MacMillan, Vice Chair City of Fairfield	Pierre Bidou City of Benicia	Mary Ann Courville City of Dixon	Marci Coglianese City of Rio Vista	Len Augustine City of Vacaville	Dan Donahue City of Vallejo	John Silva County of Solano
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STA Alternates:

Michael Segala	Harry Price	Dan Smith	Gil Vega	Ed Woodruff	Rischa Slade	Pete Rey	John Vasquez
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VI. EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.) – Pg 1 Daryl K. Halls

VII. COMMENTS/UPDATE FROM STAFF,
CALTRANS AND MTC (6:15- 6:40 p.m.)

A. MTC Report

B. Caltrans Report

Yader Bermudez

C. STA Report
Highways and Roads Presentation

Mike Duncan

1. Highways Presentation
2. Local Road Preventative Maintenance Presentation

VIII. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion

(Note: Items under consent calendar may be removed for separate discussion.

(6:40-6:45 p.m.) – Pg

A. STA Board Minutes of July 9, 2003

Kim Cassidy

Recommendation: Approve minutes of July 9, 2003.

– Pg 7

B. Approve Draft TAC Minutes of August 27, 2003

Kim Cassidy

Recommendation: Receive and file. – Pg 13

C. Amendment to STA Personnel Policies and Procedures

Daryl Halls,
Kim Cassidy

Recommendation:

1. Amend STA's Personnel Policies and Procedures effective September 1, 2003 to include:

A. Addition of a monthly mileage allowance for department directors of \$200 per month.

B. Addition of a management leave policy of 80 hours per year for the Executive Director and department directors and 40 hours per year for other exempt employees.

2. Amend STA's Personnel Policies and Procedures effective October 1, 2003 to include:

A. Replace Lincoln's Birthday holiday with a third floating holiday.

B. Replace Washington's Birthday holiday with Presidents Day.

C. Approve initial performance review at six months of employment with subsequent reviews on an annual basis.

D. Approve Transmittal of Confidential Data Policy to STA's Policies and Procedures.

– Pg 19

- D. Contract Amendment #4 for Transit and Funding Consultant – Nancy Whelan Consulting** Daryl Halls
Recommendation: Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2004 for an amount not to exceed \$40,000. – Pg 23
- E. Resolution to PERS Electing Participation Under the Public Employees' Medical and Hospital Care Program** Kim Cassidy
Recommendation: Approve the resolution electing to be subject to the Public Employees' Medical and Hospital Care Act and fixing the employer's contribution for employees and the employer's contribution for annuitants at specified amounts. – Pg 27
- F. Approval of FY 03-04 STA Benefits Summary** Kim Cassidy
Recommendation: Authorize the Executive Director to sign the Fiscal Year 03-04 STA Personnel Policies and Procedures Benefits Summary effective September 11, 2003. – Pg 31
- G. Request for Proposals for Main Street (Suisun City)/Union Street (Fairfield) Rail Crossing Feasibility Study** Jennifer Tongson
Recommendation: Authorize the Executive Director to:
 1. Release a Request for Proposal
 2. Award an engineering services contract for the Main Street/Union Street Feasibility Study not to exceed \$10,000.– Pg 33
- H. Request for Proposals for Travel Safety Plan Update** Mike Duncan
Recommendation: Authorize the Executive Director to:
 1. Release a Request for Proposal for the Update of the Solano Travel Safety Plan.
 2. Award a contract not to exceed \$5,000 for the update.– Pg 35
- I. Selection of Countywide Pedestrian Plan (Phase 3c) Consultant** Robert Guerrero
Recommendation: Authorize the Executive Director to enter into a contract with Landpeople to complete the Countywide Pedestrian Plan (Phase 3c) for an amount not to exceed \$51,000. – Pg 37

IX. ACTION ITEMS - FINANCIAL
None

X. ACTION ITEMS – NON FINANCIAL

- A. I-80/680/780 Corridor Study – Near, Mid and Long Term Projects** Mike Duncan
Recommendation: Approve the projects and recommended priority for Near-Term Projects as shown on Attachment A.
(6:45-6:50 p.m.) – Pg 41
- B. Draft 2003 Solano Congestion Management Program** Robert Guerrero
Recommendation: Authorize the Executive Director to submit the draft 2003 Solano County Congestion Management Program to MTC and other agencies for review and comment.
(6:50-6:55 p.m.) – Pg 45

XI. INFORMATION ITEMS (6:55-7:00 p.m.)

- A. State Budget – Impact on Transportation** Daryl Halls
Informational – Pg 49
- (No Discussion Necessary)
- B. Highway Projects Status Report** Mike Duncan
Informational – Pg 59
- C. Local Streets and Roads Update** Mike Duncan
Informational – Pg 69
- D. Regional Transportation Plan (RTP) 2030 Update** Dan Christians
Informational – Pg 79
- E. Solano County’s Comprehensive Transportation Plan and Needs Assessments Update** Dan Christians
Informational – Pg 89
- F. CMP Consistency Review of Recently Submitted Development Projects** Dan Christians
Informational – Pg 115
- G. Transit Route 30 Update** Elizabeth Richards
Informational – Pg 119
- H. Solano Napa Commuter Information FY 02/03-Year End Report** Elizabeth Richards
Informational
– Pg 123

I. Special Events Update
Informational – Pg 129

Janice Sells

J. Legislative Update
Informational – Pg 131

Janice Sells

K. Funding Opportunities Summary
Informational – Pg 137

Robert Guerrero

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

(Next meeting: October 8, 2003, Vallejo City Hall)



MEMORANDUM

DATE: September 3, 2003
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 2003

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.

Future of Highways/Freeways in Solano County Presentation *

Last month, staff presented as an information item a list of projects identified as part of the I-80/680/780 Corridor Study. This list of near term projects (improvements needed over the next 15 to 20 years) has been developed with extensive review and input from Caltrans District IV's operations and planning staff, and members of the STA TAC. This list has been prioritized based on several operational criteria identified in Mike Duncan's staff report. This month, staff is requesting the Board approve the list of prioritized near and mid term projects. A list of long-term project (projects needed beyond 15 to 20 years) has also been developed. This list has been identified by corridor segment and staff is working with Caltrans and the STA TAC to develop a prioritization list to be presented at a future meeting.

Local Roads Preventative Maintenance and Rehabilitation Funding Shortfall *

During the past six months, STA staff has been working with the Metropolitan Transportation Commission (MTC), Bay Area Congestion Management Agencies and public works directors from a number of Bay Area cities and counties to document the backlog of local roads preventative maintenance needs and the regional funding shortfall. Mike Duncan will be presenting an overview of this effort and summary of the local roads needs for Solano County's seven cities and the County of Solano.

STA Visits All Seven Cities and the County to Update CTP *

STA staff has initiated its presentations to the seven City Councils and the Solano County Board of Supervisors. These presentations are focused on the STA's update of its Comprehensive Transportation Plan (CTP) and is concurrently providing the public outreach efforts for MTC's Regional Transportation Plan update (Transportation 2030). The STA is requesting that each jurisdiction reexamine their transportation needs and provide an updated needs assessment by October 15, 2003.

Congestion Management Plan Updated *

Robert Guerrero has prepared the draft 2003 Solano Congestion Management Program (CMP) for your consideration. The STA has been developing the CMP for Solano County since 1991. The draft 2003 CMP has been prepared with extensive participation by the STA TAC and Transit Consortium. In addition to the CMP, the STA is also responsible for reviewing development projects to ensure consistency with the land uses included in the current CMP. Recently, a number of development projects have been submitted to the STA for CMP review. Dan Christians has provided a list of six recent development projects that are currently under review by staff and the STA's modeler (Ken Harms). At a future Board meeting, staff plans to provide an informational overview of the CMP process and statutes. This presentation will serve as a primer and precursor to the STA's initiation of a Regional Impact Fee Study.

Route 30 Shows Increased Ridership *

Elizabeth Richards has provided a status report for Transit Route 30 that has been operating between Fairfield and Sacramento (with stops in Vacaville, Dixon and Davis) since March of 2003. The streamlining of the route and extending it to Sacramento has resulted in an increase of the number of passengers and farebox recovery rate. Staff is anticipating additional performance improvements with the arrival of new over the road coaches and an upcoming marketing effort.

STA Staff Update

This week, the STA hired Anna McLaughlin to fill the vacant Program Manager/Analyst position with the SSCI program. Anna is completing her Master's Thesis at Sacramento State University in their Public Policy and Administration program and has been employed part-time with the Sacramento Council of Governments' (SACOG) Rideshare Program. She is scheduled to begin her employment with the STA on September 16, 2003.

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 will be included with your Board folders at the meeting.

Solano Transportation Authority
Acronyms List
Updated 5/07/03

ABAG	Association of Bay Area Governments	ISTEA	Intermodal Surface Transportation Efficiency Act
ADA	Americans with Disabilities Act		
APDE	Advanced Project Development Element (STIP)	ITIP	Interregional Transportation Improvement Program
AQMP	Air Quality Management Plan	ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	JARC	Jobs Access Reverse Commute
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BCDC	Bay Conservation and Development Commission	LTA	Local Transportation Authority
		LEV	Low Emission Vehicle
CALTRANS	California Department of Transportation	LIFT	Low Income Flexible Transportation
		LOS	Level of Service
CEQA	California Environmental Quality Act	LTF	Local Transportation Funds
CARB	California Air Resource Board		
CCTA	Contra Costa Transportation Authority	MIS	Major Investment Study
CHP	California Highway Patrol	MOU	Memorandum of Understanding
CIP	Capital Improvement Program	MPO	Metropolitan Planning Organization
CMA	Congestion Management Agency	MTC	Metropolitan Transportation Commission
CMAQ	Congestion Mitigation and Air Quality		
CMP	Congestion Management Program	MTS	Metropolitan Transportation System
CNG	Compressed Natural Gas	NEPA	National Environmental Policy Act
CTA	County Transportation Authority	NCTPA	Napa County Transportation Planning Agency
CTC	California Transportation Commission		
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
		PMS	Pavement Management System
		PNR	Park and Ride
FHWA	Federal Highway Administration	POP	Program of Projects
FTA	Federal Transit Administration	PSR	Project Study Report
GARVEE	Grant Anticipation Revenue Vehicles	RABA	Revenue Alignment Budget Authority
GIS	Geographic Information System	REPEG	Regional Environmental Public Education Group
HIP	Housing Incentive Program	RFP	Request for Proposal
HOV	High Occupancy Vehicle	RFQ	Request for Qualification
		RTEP	Regional Transit Expansion Policy

STA MEETING SCHEDULE (For The Calendar Year 2003)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Sept. 11	6:30 p.m.	Bicycle Advisory committee	STA Conference Room	X
Sept. 19	12:00 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Sept. 24	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Sept. 24	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Sept. 29	9:00 a.m.	Transit Subcommittee	STA Conference Room	X
Oct. 1	1:00 p.m.	Arterials/Highways and Freeways Subcommittee	STA Conference Room	X
Oct. 2	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Oct. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 29	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Oct. 29	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Nov. 12	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 12	6:00 p.m.	STA 6 th Annual Awards	Suisun City Community Center	X
Nov. 14	TBD	Alt. Modes Subcommittee	STA Conference Room	
Nov. 21	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Nov. 24	9:00 a.m.	Transit Subcommittee	STA Conference Room	X
Dec. 3	1:00 p.m.	Arterials/Highways and Freeways Subcommittee	STA Conference Room	X
Dec. 4	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 5	TBD	Alt. Modes Subcommittee	STA Conference Room	
Dec. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec.	TBD	Solano Links Intercity Transit Consortium	STA Conference Room	
Dec.	TBD	Technical Advisory Committee	STA Conference Room	



DATE: September 2, 2003
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 July 9, 2003.
- B. Approve Draft TAC Minutes of August 27, 2003.
- C. Amendment to STA Personnel Policies and Procedures.
- D. Contract Amendment #4 for Transit and Funding Consultant - Nancy Whelan Consulting.
- E. Resolution to PERS Electing Participation Under the Public Employees' Medical and Hospital Care Program.
- F. Approval of FY 03-04 STA Benefits Summary.
- G. Request for Proposals for Main Street (Suisun City)/Union Street (Fairfield) Rail Crossing Feasibility Study.
- H. Request for Proposals for Travel Safety Plan Update.
- I. Selection of Countywide Pedestrian Plan (Phase 3c) Consultant.



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
July 9, 2003

II. CALL TO ORDER - CONFIRM QUORUM

Chair Sperring called the regular meeting to order at 6:18 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Jim Sperring (Chair)	City of Suisun City
Harry Price (Member Alternate)	City of Fairfield
Mary Ann Courville	City of Dixon
Pierre Bidou	City of Benicia
Marci Coglianese	City of Rio Vista
Len Augustine	City of Vacaville
Dan Donahue	City of Vallejo
John Vasquez (Member Alternate)	County of Solano

MEMBERS

ABSENT:

Karin Macmillan (Vice Chair)	City of Fairfield
John Silva	County of Solano

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Chuck Lamoree	STA Legal Counsel
Dan Christians	STA-Assist. Exec. Director/Director for Planning
Mike Duncan	STA-Director for Projects
Elizabeth Richards	STA/SNCI Program Director
Kim Cassidy	Clerk of the Board
Janice Sells	STA Program Manager/Analyst
Robert Guerrero	STA Associate Planner
Jennifer Tongson	STA Projects Assistant

ALSO

PRESENT:

Alison Bouley	City of Benicia
Michael Throne	City of Benicia
Karen Majors	City of Benicia

Janet Koster	City of Dixon
Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Hans Korve	Korve Engineering
Dan Edmiten	Fairfield Citizen
George Guynn, Jr.	Suisun City Citizen

IV. APPROVAL OF AGENDA

On a motion by Member Coglianese, and a second by Member Courville, the STA Board unanimously approved the agenda with the addition of Agenda Item IX.B “Amendment to Employment Agreement with Executive Director”.

V. OPPORTUNITY FOR PUBLIC COMMENT

George Guynn, Jr. provided comment on Smart Growth Article.

VI. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following items:

- Future of Rail in Solano County Presentations.
- Regional Transportation Plan Underway.
- Corridor Study Identifies Near Term Projects.
- Annual SNCI Work Plan for Board Review and Comment.
- Board Review of Transit Development Act (TDA) Claims for FY 2003/04.
- Notification of Board Alternates to Ensure Agency Representation at STA Board Meetings.
- STA Staff Update.

VII. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC

A. MTC Report
None presented.

B. Caltrans Report
None presented.

C. STA Report – The Future of Rail in Solano County

1. Three commuter rail studies

Dan Christians provided an overview of the following rail studies: Contra Costa-Solano, Dixon-Auburn, and Napa-Solano. For each study, he described the study areas, short term options, travel patterns, potential ridership growth, rail line integration concept service, and next steps. He also discussed the objectives of each study

2. Proposed rail stations

Status reports for each proposed rail station were presented:

Kevin Daughton, City of Fairfield, reviewed the planning efforts, long-term benefits and project phases for the Fairfield/Vacaville station

Karen Majors, City of Benicia, presented the project components, project status, challenges, estimated expenditures, and project timetable for the Benicia Intermodal Station.

Janet Koster, City of Dixon, discussed the City of Dixon's Multi Modal Transportation Center including the existing facility, funding, future additions and services.

VIII. CONSENT CALENDAR

On a motion by Member Alternate Price, and a second by Member Bidou, the Consent Calendar items were approved in one motion. Member Alternate Price abstained from the vote on Agenda Item VIII.A (Approve STA Board Minutes of June 11, 2003).

A. Approve STA Board Minutes of June 11, 2003

Recommendation: Approve STA Board Minutes of June 11, 2003.

On a motion by Member Augustine, and a second by Member Courville, the Board unanimously approved this recommendation.

B. Draft TAC Minutes of June 25, 2003.

Recommendation: Receive and file.

C. Cost of Living Adjustment for FY 2003/04

Recommendation: Approve the following:

1. A 2% cost of living adjustment (COLA) for STA staff for FY 2003/04 to be effective August 1, 2003.
2. A policy to assess consideration of future COLAs based on an average (1/3 each) of the Bay Area CPI, U.S. Cities CPI, and Western Urban CPI indexes.

D. Contract Amendment #2 Charles O. Lamoree-STA Legal Counsel

Recommendation: Authorize the Executive Director to extend the Administrative Services Contract with Charles O. Lamoree to provide Legal Services for the STA for FY 2003/04 for an amount not to exceed \$90,000.

**E. Solano Comprehensive Transportation Plan Update-
Selection of Consultant and Award of Contract**

Recommendation: Approve the following:

1. The selection of Alta Planning/Korve Engineering/Pittman Associates to prepare the Solano Comprehensive Transportation Plan update; 2. Authorize the Executive Director to enter into a contract with the Alta/Korve/Pittman consulting team for the CTP update for an amount not to exceed \$70,000.

**F. RFP and Scope of Work for the Countywide Pedestrian Plan (Phase 3c) and
Pedestrian Advisory Committee**

Recommendation: Authorize the Executive Director to:

1. Distribute a Request for Proposals with the attached Preliminary Scope of Work for the Countywide Pedestrian Plan Phase 3c; 2. Create a Pedestrian Advisory Committee with a formalized membership and responsibilities as specified.

G. RFP for MTC Community Based Transportation Planning (CBTP) Study for Dixon and Cordelia/Fairfield

Recommendation: Authorize the Executive Director to release a RFP, select a consultant, and enter into a contract to conduct two CBTP studies for a total amount not-to-exceed \$25,000 in FY 03/04.

IX. ACTION ITEMS: FINANCIAL

A. Proposed Intermodal Train Stations and Phase 2 of Oakland-Sacramento Commuter Rail Study

Dan Christians reviewed the recommendations for the proposed Intermodal Train Stations, the three Commuter Rail Studies and Phase 2 of the Oakland-Sacramento Commuter Rail Study.

Recommendation: Approve the following:

1. Accept the conclusions and recommendations of each of the three commuter rail studies; 2. Authorize \$25,000 of 2003/04 STA funds to participate in the Phase 2 Auburn-Sacramento-Oakland Integrated Rail Study (the follow-up work needed to further advance the recommendations of the Contra Costa-Solano and Dixon-Auburn Rail Studies); 3. Authorize the STA to negotiate and enter into an MOU with the Capitol Corridor and/or the partner counties of Contra Costa, Yolo, Sacramento and Placer Counties to complete the Phase 2 tasks for the proposed Auburn-Sacramento-Oakland commuter rail service; and 4. Authorize the STA Chair to appoint two STA Board members, one to serve as STA's representative and the other as the alternate, on the proposed five-county Auburn-Sacramento-Oakland Regional Rail Steering Committee.

On a motion by Member Donahue, and a second by Member Bidou, the Board unanimously approved this recommendation. Chair Sperring asked the Board members if they were interested in serving on this committee. Member Courville indicated her interest in serving as a representative or alternate.

B. Amendment to Employment Agreement with Executive Director

Recommendation: Approve a salary and benefits amendment to the employment agreement with the Executive Director.

Chair Sperring reviewed an amendment to the employment agreement with Executive Director, Daryl Halls. He noted the Board had approved a salary adjustment, Cost of Living Adjustment (COLA), and an increase in Administrative Leave.

On a motion by Member Alternate Price, and a second by Member Bidou, the STA Board unanimously approved the recommendation.

X. ACTION ITEMS: NON-FINANCIAL

A. Solano Napa Commuter Information FY 03/04 Work Program

Elizabeth Richards reviewed the SNCI program's funding sources, and proposed changes and highlights of the SNCI FY 03/04 work program.

Recommendation: Approve SNCI program FY 03/04 Work Program.

On a motion by Member Coglianesi, and a second by Member Courville, the Board unanimously approved the recommendation.

B. FY 2003/04 TDA Distribution for Solano County

Mike Duncan reviewed the FY 2003-04 TDA Revenue Estimate for each Solano County agency, the total funds available for allocation, and the data provided by member agencies and STA. He explained that the composite TDA matrix will assist STA and that consensus is required for transit services funded by multiple agencies.

Recommendation: Approve the following:

1. The attached TDA Matrix for the cities of Dixon, Fairfield, Vacaville, Vallejo and Solano County; 2. Authorize the Executive Director to recommend to MTC approval of FY 2003/04 TDA claims by member agencies made in accordance with the approved TDA matrix.

On a motion by Member Bidou, and a second by Member Alternate Price, the Board unanimously approved this recommendation.

C. I-80/I-680/I-780 Corridor Study – Near Term Projects

Mike Duncan summarized the criteria for the Corridor's operational strategy which will be developed to provide analysis of the freeway corridor, traffic relief to congested areas of the corridor, and create a specific project list for the entire corridor. He provided a review of the Draft Near Term Projects list that will serve as a guidance on spending of limited funds for corridor improvements. Specifically, he noted staff recommendations to request Caltrans and BATA consider a near term project adjacent to the Carquinez Bridge on I-80.

Recommendation: Authorize the Executive Director, on behalf of the STA Board of Directors, to request Caltrans District 4 and the Bay Area Toll Authority (BATA) to modify the Carquinez Bridge project to include a westbound High Occupancy Vehicle (HOV) lane from east of the I-80/SR 29 interchange and to provide advance informational signs for eastbound I-80 motorists to use the right lane on the Carquinez Bridge to exit to SR 29.

On a motion by Member Donahue, and a second by Member Price, the Board unanimously approved this recommendation.

D. Legislative Update

Janice Sells provided an overview of the updated Legislative Matrix and summary of AB1717.

Recommendation: AB 1717 – Support.

On a motion by Member Alternate Price, and a second by Member Bidou, the Board unanimously approved this recommendation.

XI. INFORMATION ITEMS: - No Discussion Necessary

A. Highway Projects Status Report

B. 2005 RTP Update

1. Streets and roads – Transit Funding Options
2. MTC Performance Measures

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

D. Funding Opportunities

XII. BOARD MEMBER COMMENTS

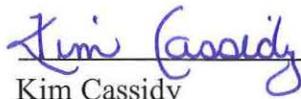
A. Participation of Board Alternates at STA Board Meetings

Chair Spering requested Board Members contact the STA office if unable to attend monthly meetings. He noted that the Clerk of the Board would contact Member Alternates to attend. There was general concurrence expressed to make this the future procedure for notification of Board Alternates.

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:55 p.m. The next regular meeting is scheduled for September 10, 2003 at 6:00 p.m. at Suisun City Hall.

Respectfully submitted,



Kim Cassidy
Clerk of the Board

9-10-03

Date:



Draft
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
August 27, 2003

1. CALL TO ORDER

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

Present:

TAC Members Present:

Michael Throne	City of Benicia
Janet Koster	City of Dixon
Charlie Beck	City of Fairfield
Julie Pappa	City of Rio Vista
Nick Lozano	City of Suisun City
Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Kevin Daughton	City of Fairfield
Ed Huestis	City of Vacaville
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Kim Cassidy	STA
Janice Sells	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Cameron Oakes	Caltrans
Craig Goldblatt	MTC

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the addition of Agenda item VII.I, Route 30

Update.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans – Cameron Oakes provided an update on 2002-03 STA projects currently in the cycle. A Call for Projects for SP&R 2003-04 will occur in September 2003.

MTC – Craig Goldblatt provided a streets and roads process update.

STA – Jennifer Tongson reviewed the Paratransit Coordinating Council's meeting calendar and TDA claims deadline.

V. CONSENT CALENDAR

On a motion by Julie Pappa, and a second by Janet Koster, Agenda Item V.D "Legislative Update" was removed for separate discussion.

On a motion by Michael Throne, and a second by Janet Koster, the Consent Calendar items were approved in one motion. Agenda Item V.D was pulled for separate discussion as an information item.

Recommendation:

- A. Approve minutes of June 25, 2003
- B. Funding Opportunities Summary
- C. Bicycle Advisory Committee (BAC) Activities for 2003
- D. SNCI Year End Program Update
- E. Updated STA Meeting Schedule for 2003
- F. STA Section 5310 Applications for FY 2003-04

VI. ACTION ITEMS

A. Request for Proposals for Main Street (Suisun City)/Union Street (Fairfield) Rail Crossing Feasibility Study

Jennifer Tongson reviewed the Scope of Work for the STA to study the feasibility of reopening the crossing between Main Street in Suisun City and Union Street in Fairfield.

Recommendation: Recommend to the STA Board to authorize the Executive Director to: 1) release a Request for Proposal and 2) Award an engineering services contract for the Main Street/Union Street Feasibility Study not to exceed \$10,000.

On a motion by Paul Wiese, and a second by Gian Aggarwal the STA TAC approved the recommendation.

B. RFP for Travel Safety Plan Update

Mike Duncan discussed the need to update the Solano County Travel Safety Plan with a goal to identify projects eligible for future federal cycle funding, SHOPP funding and other specific safety related fund sources.

Recommendation: Recommend to the STA Board of Directors to authorize the Executive Director to: 1) release a Request for Proposal for the Update of the Solano Travel Safety Plan and 2) award a contract not to exceed \$5000 for the update.

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

C. I-80/680/780 Corridor Study – Near Term Projects

Mike Duncan discussed the criteria and performance measures used to develop an analysis of the three freeway corridors. He noted that these performance measures will provide an indication of mobility, traffic operations characteristics, impacts, benefits and costs of each project.

“Near Term” - projects were projects that could be completed by 2020,
“Long Term Projects” – were not yet prioritized.

Recommendation: Recommend to the STA Board to approve the projects and recommended priority as shown on Attachment A.

On a motion by Gary Leach, and a second by Gian Aggarwal, the STA TAC approved the recommendation.

D. 2003 Solano Congestion Management Program

Robert Guerrero provided an update on the 2003 Solano Congestion Management Program and the timeline to complete the projects. He stated the draft CMP will be submitted to MTC for preliminary evaluation for consistency with the Regional Transportation Plan.

Recommendation:
Recommend to the STA Board to submit the draft Solano CMP to MTC and other agencies for review and comment.

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

E. Selection of Countywide Pedestrian Plan (Phase 3c) Consultant

Robert Guerrero summarized the Countywide Pedestrian Plan Phase 3c consultant interview process and identified the interview panelists. He noted that based on the panels input STA staff recommends Landpeople to complete the Countywide Pedestrian Plan Phase 3c.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to enter into a contract with Landpeople to complete the Countywide Pedestrian Plan – Phase 3c for an amount not to exceed \$51,000.

On a motion by Gary Leach, and a second by Michael Throne, the STA TAC approved the recommendation of Landpeople as the consultant to complete the Countywide Plan Phase 3c for an amount not to exceed \$51,000.

VII. INFORMATION ITEMS

A. State Budget – Impact on Transportation

Daryl Halls provided a state budget update and noted its impact on transportation. He reviewed the fiscal impact and limited available Federal OA that may result in potential delays. He noted the State Budget has resulted in significant loss of transportation funding that Solano County would have received in FY 2003-04 due to the suspension of Proposition 42.

B. Highway Projects Status Report

Mike Duncan presented a project update on:

- 1) I-80/I-680SR 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)

C. Local Streets and Roads Update

Mike Duncan reviewed MTC's 25-year Revenue Projection Survey Summary and Solano County's 25-year Pavement and Non-Pavement Revenue Estimates.

D. Regional Transportation Plan (RTP) 2030 Update

Dan Christians identified key policy issues, the schedule and public involvement process, goals and criteria for Track 1 projects.

E. Countywide Transportation Plan (CTP) and Needs Assessment Updates

Dan Christians highlighted the Needs Assessment Updates, STA presentations to each of the City Councils and Board of Supervisors CTP Subcommittee schedule, TLC Plan and Countywide Bicycle Plan.

F. CMP Consistency Review of Recently Submitted Development Projects

Dan Christians provided an evaluation of six new development projects under review by STA staff and their effects on major highway systems. Paul Wiese asked about the objective of the CMP review. Daryl Halls described STA's statutory responsibilities and the intent to discuss CMP review at a future meeting.

G. Special Events Update

Janice Sells summarized the special events for 2003-04 that STA will participate in or organize. They include the: Suisun City Rail Station Park and Ride Lot Ribbon Cutting, Carquinez Bridge Ribbon Cutting, STA's 6th Annual Awards Ceremony, and second Transpo Expo.

H. Consultant Contract Status Report

Mike Duncan provided an update on the major consultant contracts for transit planning, engineering and environmental studies.

I. Route 30 Update

Elizabeth Richards discussed the general performance, ridership and fare box recovery of Transit Route 30's during the last five months. She noted fare box recovery has improved from 12% to 16%.

J. Legislative Update

Janice Sells provided a legislative update on:
AB 427 (Longville)-support
SB 915 (Perata, Burton, Torlakson)-no position
SB 916 (Perata)-support

VII. ADJOURNMENT

The meeting was adjourned at approximately 3:08 p.m. The next regular meeting of the STA TAC is scheduled for September 24, 2003 at 1:30 p.m.



DATE: September 2, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director,
Kim Cassidy, Administrative Services Director
RE: Amendment to STA Personnel Policies and Procedures

Background:

Currently, the STA has a total of 13 full time staff that support and implement policy direction of the STA Board. Since 1997, the STA has managed its operations and staff through the guidance of its Personnel Policies and Procedures. These Policies and Procedures provide the framework for salary and benefits, communication, and general operation of the agency.

Discussion:

Over the past year, STA management staff discussed a variety of organizational and staffing issues. Two of these items, implementation of a monthly mileage allowance and establishment of Management Leave, were management incentives that the STA Board adopted June 4, 2003 and implemented September 2, 2003.

Four additional items are specific policies and procedures and have been agendized for approval as part of this update to STA's policies and procedures. They include:

1. Replacement of Lincoln's birthday holiday with an additional floating holiday.
2. Replacement of Washington's birthday holiday with President's Day.
3. Revision of STA's Performance Evaluation schedule to allow the initial performance review at six months of employment, with subsequent reviews annually thereafter.
4. Policy for transmittal of confidential data.

The approval of the revised performance evaluation schedule will affect current employees and any new employees hired in the future.

Fiscal Impact:

The budgeted fiscal impact for implementing a \$200 per month mileage allowance for four directors is \$9600 per year and was approved by the STA Board on June 11, 2003. There is no fiscal impact for the additional policy updates. One current employee and future employees would be eligible to receive merit increases 6 months earlier under this revised policy.

Recommendation:

1. Amend STA's Personnel Policies and Procedures effective September 1, 2003 to include:
 - A Addition of a monthly mileage allowance for department directors of \$200 per month.

- B. Addition of a management leave policy of 80 hours per year for the Executive Director and department directors and 40 hours per year for other exempt employees.
2. Amend STA's Personnel Policies and Procedures effective October 1, 2003 to include:
- A. Replace Lincoln's Birthday holiday with a third floating holiday.
 - B. Replace Washington's Birthday holiday with Presidents Day.
 - C. Approve initial performance review at six months of employment with subsequent reviews on an annual basis.
 - D. Approve Transmittal of Confidential Data Policy to STA's Policies and Procedures.

Attachments:

- A. STA Policy on Employees Benefits and Programs
- B. STA Policy on Performance Evaluations
- C. STA Policy on Transmittal of Confidential Data

Attachments for Agenda Item VIII.C are available upon request.



DATE: September 2, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment #4 for Transit and Funding
Consultant – Nancy Whelan Consulting

Background:

On July 10, 2001, the STA Board approved two separate consultant contracts for Project Management/Funding and Transit Funding consultants. Both consultant contracts were issued to provide consultant assistance to replace the vacant Deputy Director for Projects following the departure of John Harris from the STA on July 12, 2001. In late July, Dale Dennis, the Project Delivery Management Group, was selected to serve as Project Management/Funding Consultant. Nancy Whelan, Nancy Whelan Consulting, was selected to serve as the Transit and Funding Consultant. She has continued to provide a high level of expertise and is successfully achieving the specific tasks outlined in her scope of work. Specifically, she has provided invaluable financial and budgeting expertise and support to the STA's management team. A third amendment to the contract, with Nancy Whelan Consulting for Transit and Funding Consultant Services, was approved by the STA Board on October 9, 2002, extending the contract to June 30, 2003.

Discussion:

The Transit and Funding Consultant, Nancy Whelan, has been serving in the dual role of monitoring and managing the STA's transit contracts (Route 30 and Solano Paratransit) and transit funding and coordination (TDA claims, Unmet Transit Needs process and STAF funds), and assisting in the development of the STA's 2002/03 and 2003/04 budget. She has done an outstanding job in performing these tasks and these are vital functions that the STA needs to continue to perform. In FY 2002/03, two STA staff, Elizabeth Richards and Jennifer Tongson, began to assume a larger role in the area of transit coordination and transit funding respectively. Nancy Whelan's consulting services has been modified to focus more toward provided support to STA's financial and accounting tasks. The attached scope of work has been slightly modified to reflect this change in work activity. Staff is recommending this contract amendment be extended until June 30, 2004 for a not to exceed amount of \$40,000.

Fiscal Impact:

The estimated fiscal impact for the contract is \$40,000 and will be covered through a combination of TDA and STAF funds budgeted as part of the Services section of the STA's FY 2003/04 budget.

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2004 for an amount not to exceed \$40,000.

Attachment: A. Scope of Work for Transit Funding and Financial/Accounting Services

SOLANO TRANSPORTATION AUTHORITY

SCOPE OF SERVICES FOR NANCY WHELAN CONSULTING September 1, 2003

PARATRANSIT

- Develop FY 2005 funding shares and update cost sharing formula with new population and trip data.

TRANSIT

- Follow up with funding partners on Memoranda of Understanding for multi-year funding commitments for Route 30, Route 40, and Solano Paratransit. Revise budgets and funding shares as needed and document in updated MOUs.
- Prepare financial plans for Route 30, including funding shares.
- Assist in reviewing proposals for vehicles and facilities to be funded with TDA and STAF funds.
- Assist in analyzing the funding changes resulting from the establishment of revised UZAs in the County.

TDA/STAF CLAIMS PROCESSING

- Submit revised FY 2004 TDA/STAF claim to MTC for updated information on member agency contributions.

STA BUDGET and ACCOUNTING

- Prepare quarterly financial reports (budget vs. actual) in spreadsheet form. Review and reconcile accounting reports on a quarterly basis.
- Coordinate accounting assistance provided to the STA.
- Assist in restructuring the STA budget to be consistent with management objectives and coordinate with the accounting system.
- Review staffing needs and organization structure for the budgeting and accounting function at STA.
- Update TDA and STAF funding sheets as needed.
- Assist in preparing budget revisions for presentation to the STA Board.

UNMET TRANSIT NEEDS

- Assist with the annual Unmet Transit Needs hearing process and development of responses to issues raised.



DATE: September 2, 2003
TO: STA Board
FROM: Kim Cassidy, Administrative Services Director
RE: Resolution to PERS Electing Participation
Under the Public Employees' Medical and Hospital Care
Program

Background:

On April 16, 1997, the Solano Transportation Authority provided a contract for Retirement Benefits establishing a new agency with California Public Employees' Retirement System (CalPERS). Staff of the STA are covered under the Public Employees' Medical and Hospital Care Program under a contract as a Non-CalPERS Special District.

Discussion:

Effective October 1, 2003, a new resolution electing participation under the Public Employees' Medical and Hospital Care Program must be submitted to continue coverage as a CalPERS agency.

Fiscal Impact:

This was approved as part of the STA's FY 03/04 budget.

Recommendation:

Approve the resolution electing to be subject to the Public Employees' Medical and Hospital Care Act and fixing the employer's contribution for employees and the employer's contribution for annuitants at specific amounts.

Attachments:

- A. Resolution 2003-16 to be provided under separate cover.

**RESOLUTION ELECTING TO BE SUBJECT TO
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AND
FIXING THE EMPLOYER'S CONTRIBUTION FOR EMPLOYEES AND THE EMPLOYER'S
CONTRIBUTION FOR ANNUITANTS AT DIFFERENT AMOUNTS**

- WHEREAS, (1) Government Code Section 22850 provides the benefits of the Public Employees' Medical and Hospital Care Act to employees and annuitants of local agencies contracting with the Public Employees' Retirement System on proper application by a local agency; and
- WHEREAS, (2) Government Code Section 22857 provides that a contracting agency may fix the amount of the employer's contribution for employees and the employer's contribution for annuitants at different amounts provided that the monthly contribution for annuitants shall be annually increased by an amount not less than 5 percent of the monthly contribution for employees, until such time as the amounts are equal; and
- WHEREAS, (3) **Solano Transportation Authority**, hereinafter referred to as Public Agency is a local agency contracting with the Public Employees' Retirement System; and
- WHEREAS, (4) The Public Agency desires to obtain for its employees and annuitants the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations; now, therefore, be it
- RESOLVED, (a) That the Public Agency elect, and it does hereby elect, to be subject to the provisions of the Act; and be it further
- RESOLVED, (b) That the employer's contribution for each employee shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of **\$148.00** with respect to employees enrolled for self alone, **\$296.00** for an employee enrolled for self and one family member, and **\$384.80** for an employee enrolled for self and two or more family members plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (c) That the employer's contribution for each annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of **See Attached spreadsheet** plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (d) That the employer's contribution for each annuitant shall be increased annually by _____ percent of the monthly contribution for employees, until such time as the contributions are equal;

And that the contributions for employees and annuitants shall be in addition to those amounts contributed by the Public Agency for administrative fees and to the Contingency Reserve Fund; and be it further

RESOLVED, (e) That the executive body appoint and direct, and does hereby appoint and direct, _____ to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and be it further

RESOLVED, (f) That coverage under the Act be effective on _____.

Adopted at a regular/special meeting of the _____
at _____ this _____ day of _____ 20 _____.

Signed: _____

(President, Chairman, etc.)

Attest: _____

(Secretary or appropriate officer)



DATE: September 2, 2003
TO: STA Board
FROM: Kim Cassidy, Administrative Services Director
RE: Approval of FY 03-04 STA Benefits Summary

Discussion:

The STA Board approves all benefits for which employees are eligible. These benefits remain in effect until amended by Board action. The STA Personnel Policies and Procedures Benefits Summary shows the current benefits for all full time employees and is approved annually by the STA Board at its sole discretion.

Attached is the revised summary for FY 03-04 for review and approval.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to sign the Fiscal Year 03-04 STA Personnel Policies and Procedures Benefits Summary effective September 11, 2003.

Attachment A: Solano Transportation Authority Personnel Policies and Procedures Benefits Summary.

Attachments for Agenda Item VIII.F are available upon request.



DATE: September 2, 2003
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant
RE: Request for Proposals for Main Street
(Suisun City)/Union Street (Fairfield) Rail Crossing
Feasibility Study

Background:

The Solano County Board of Supervisors requested that the STA study the feasibility of reopening the crossing between Main Street in Suisun City and Union Street in Fairfield. Currently, Main Street and Union Street are separated by Highway 12 and the railroad tracks owned by Union Pacific. Opening this crossing would provide a direct connection between downtown Suisun City and downtown Fairfield.

Discussion:

In order to determine the feasibility of opening the connection between Main Street and Union Street, the STA is recommending retaining a consulting firm to provide a technical evaluation of the project. The services performed will include a technical evaluation of the various alternatives for the connection, including an over crossing, underpass, and an at-grade crossing, and will identify a preferred alternative. The study will also define the necessary steps to bring the project to construction, identify potential problem areas, develop a project schedule, and provide an estimated project cost.

Fiscal Impact:

The Main Street/Union Street Feasibility Study will be funded using \$10,000 of STIP Planning, Programming, and Monitoring funds (STIP-PPM).

Recommendation:

Authorize the Executive Director to:

- 1) Release a Request for Proposal
- 2) Award an engineering services contract for the Main Street/Union Street Feasibility Study not to exceed \$10,000.

Attachments

- A. Preliminary Scope of Work for the Main Street/Union Street Feasibility Study RFP

**Preliminary Scope of Work for the
Main Street/Union Street Feasibility Study RFP**

- I. Evaluate Alternatives for Crossing
 - a. Overcrossing
 - b. Underpass
 - c. At-grade
- II. Identify Preferred Alternative
- III. Define all the phases for the project to completion
 - a. Identify potential problem areas
 - b. Develop a project schedule
- IV. Provide cost estimate for the project



DATE: September 2, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Request for Proposals for Travel Safety Plan Update

Background:

The Solano Travel Safety Plan was completed in December 1998 and identified the 40 intersections in Solano County with the highest accident rates (per million vehicles entering intersection). The Solano Travel Safety Plan also evaluated the accident rates on freeway segments in Solano County and pedestrian and bicycle accident data and proposed funding strategies for projects and programs for improving safety for these roadway segments.

Discussion:

The Solano Travel Safety Plan provided a valuable tool for identifying safety projects and programs in Solano County and recommended funding strategies for specific projects and programs based upon the criteria for applicable funding sources. Over 75 percent of the "top 40" intersections have been improved since 1996 and the Travel Safety Plan has been used to identify projects for Federal STP/CMAQ funds, State Highway Operations and Protection Program (SHOPP) funds and Hazard Elimination System (HES) funds.

The Solano Travel Safety Plan is five years old and should be updated to reflect recent (1998-2002) accident data and current funding programs. The goal of the update will be to identify projects eligible for future federal cycle funding, SHOPP funding, Safe Routes to Schools funding, and other specific fund sources.

Fiscal Impact:

The Solano Travel Safety Plan update will be funded from the STA General Fund for a cost not to exceed \$5000.

Recommendation:

Authorize the Executive Director to:

- 1) Release a Request for Proposal for the Update of the Solano Travel Safety Plan
- 2) Award a contract not to exceed \$5000 for the update.

Attachment

- A. Preliminary Scope of Work

**Preliminary Scope of Work
for the
Solano Travel Safety Plan Update**

1. Obtain, review and analyze vehicle, pedestrian and bicycle accident data for Solano County cities and the County. In addition to the State accident database, contact local jurisdictions for accident information.
2. Identify the 40 most hazardous intersections/locations based upon vehicle accident rates.
3. Identify the most hazardous locations/areas for pedestrians and bicyclists based upon pedestrian and bicycle accident rates.
4. Identify countywide locations eligible for Safe Routes to Schools funding.
5. Identify available funding sources to correct safety deficiencies.



DATE: September 2, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Selection of Countywide Pedestrian Plan (Phase 3c) Consultant

Background:

A Request for Proposals (RFP) was distributed to various transportation planning consultant firms for the Countywide Pedestrian Plan (Phase 3c). Phase 3c will provide implementation recommendations for urban type pedestrian paths in Solano County and is proposed to conclude the pedestrian planning effort that commenced in 2001 (see Attachment A for the project scope of work). The STA received award proposals from Amphion Inc. (based in Oakland) and LandPeople (based in Benicia) to complete this project.

STA staff formed a consultant interview panel which included Cameron Oakes from Caltrans District 4 Planning Division, Michael Throne from the City of Benicia Public Works Department, and Brian Miller from the City of Fairfield Planning and Redevelopment. In addition to the interview panel's input, the STA also evaluated the consultants based on their written proposal, references and hours committed to the project.

This planning effort is the result of the STA's successful grant acquisition from Caltrans' Community Based Organization's State Planning Grant Program. The STA was awarded \$60,000 to complete this project, \$9,000 of which STA staff will commit to STA staff administration for this project. The remaining \$51,000 will be allocated to the selected consultant contract.

Discussion:

The interview panel met with the candidates on August 20th and interviewed the candidates with questions relating to the consultant's qualifications, project understanding, experience in similar projects, schedule and flexibility. Based on interview input, reference check, an evaluation of the written proposals, hours and budget for project completion, the STA staff is recommending Landpeople to complete the Countywide Pedestrian Plan (Phase 3c).

At their August 27, 2003 meeting, the STA TAC unanimously supported the recommendation for the STA Board to approve Landpeople to complete the Countywide Pedestrian Plan (Phase 3c).

Fiscal Impact:

None to the STA General Operations Fund. This project is funded by a \$60,000 grant award

from Caltrans' Community Based Organization's State Planning Grant Program.

Recommendations:

Authorize the Executive Director to enter into a contract with Landpeople to complete the Countywide Pedestrian Plan (Phase 3c) for an amount not to exceed \$51,000.

Attachment: A. Solano Countywide Pedestrian Plan (Phase 3c) Scope of Work

Countywide Pedestrian Plan (Phase 3c) Scope or Work

Research and Data Collection

- Review the STA's Countywide Pedestrian Plan (Phase 1, 2, 3a and 3b) and other relevant plans and documents.

Task 1 Detailed Project and Outreach Schedule

- Work with STA staff to create a detailed project schedule which includes anticipated completion dates for work products
- Prepare a detailed strategy that includes work products and meetings with STA's Pedestrian Advisory Committee (PAC)
- Work with STA staff and PAC to schedule at least 2 public input meetings to obtain input from the public, property owners, recreational and planning departments from all participating communities in Solano County.

Product: Memorandum describing the public involvement process and comments received.

Task 2 Develop Draft Plan

- Building on the Countywide Pedestrian Plan Phase 1, develop a phasing plan, cost estimates, design guidelines, funding maintenance implementation strategies and cost effective methods to implement the plan over 20 years.
- Develop proposed short and long-term plan identifying all new proposed comprehensive countywide pedestrian systems.
- Building on the Transportation and Land Use Toolkit (Phase 3a), develop a more detailed pedestrian component and pedestrian amenities for each proposed downtown or Transportation for Livable Communities (TLC) project.

Product: Draft Report for the Solano Countywide Pedestrian Plan Phase 3c

Task 3 Develop Final Plan

- Circulate Draft Pedestrian plan to various agencies, public, and private groups for final comments.
- Conduct community workshops and input events for the Solano Countywide Pedestrian Plan to solicit input from the public.
- Finalize plan to include final comments received

Product: Final Report for the Solano Countywide Pedestrian Plan Phase 3c



DATE: September 2, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: I-80/680/780 Corridor Study -
Near, Mid and Long Term Projects

Background:

The Major Investment Study (MIS)/Corridor Study for the Interstate highway system in Solano County was awarded to Korve Engineering on October 1, 2002. The Existing Conditions Report, Operational Analysis, Draft Short-Term Projects list and Draft Long-Term Projects list have been completed. A final summary document that recommends project phasing for the whole corridor will be an integral part of this study. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study and the Truck Scales Relocation Study into recommendations for the corridor.

Discussion:

By working closely with Caltrans District IV Operations staff, an Operational Strategy has been developed that provides a systematic analysis of each of the three freeway corridors, considering the constraining effects of bottlenecks on downstream freeway segments. The Operational Strategy was an iterative process that evaluated the following performance characteristics: (a) freeway bottleneck sections, (b) length of queue upstream of each bottleneck, (c) vehicle delay associated with each bottleneck, (d) where applicable, HOV time savings, (e) queuing on ramps and freeway-to-freeway connectors.

Using the above criteria for the Operational Strategy, personnel from Caltrans, STA and Korve Engineering evaluated the corridor to identify projects that could potentially be completed by 2020, would provide congestion relief in the most congested areas of the corridor, and would be integral to the "ultimate" project list for the entire corridor. The goal of developing a list of Near Term projects is to provide guidance on where to spend limited funds as they become available for corridor improvements. The Near-Term Projects List (see attachment A) is a prioritized list based upon "balancing" the flow through the corridor by focusing on operational improvements.

Currently, the Long-Term Projects List (see Attachment B) identifies projects by freeway segment only. These projects have not been prioritized and will be evaluated and prioritized using the following performance measures:

1. Traffic Operations
2. Safety
3. HOV Lane Performance
4. Preliminary Right-of-Way Requirements
5. Preliminary Environmental Constraints
6. Order of Magnitude Costs
7. Complements Transit Plan
8. User Benefit.

These performance measures will provide a relative indication of mobility, traffic operations characteristics, impacts, benefits and costs of each project, and will provide the basis for prioritizing the Long-Term Projects. The Long-Term Projects will be brought back to the TAC and STA Board for consideration after the prioritization process is completed.

The TAC and SolanoLinks Intercity Transit Consortium endorsed the prioritized list of Near-Term Projects.

Recommendation:

Approve the projects and recommended priority for Potential Mid-Term Projects as shown on Attachment A.

Attachments

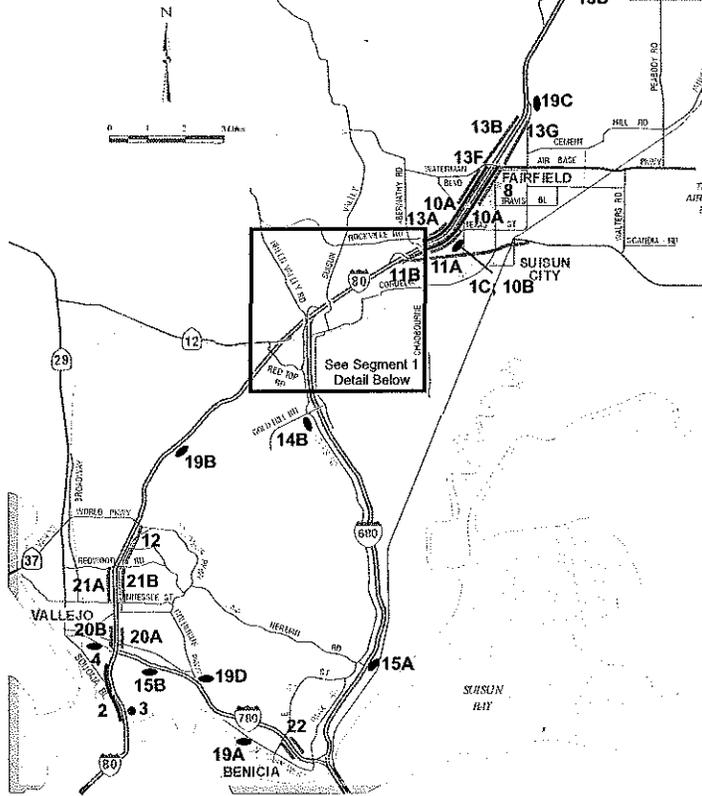
- A. Draft Potential Mid Term Projects In Order of Priority
- B. Draft Potential Long-Term Projects (Listed by Segment, not in Priority Order)

FUNDED NEAR TERM PROJECTS – For Information Only

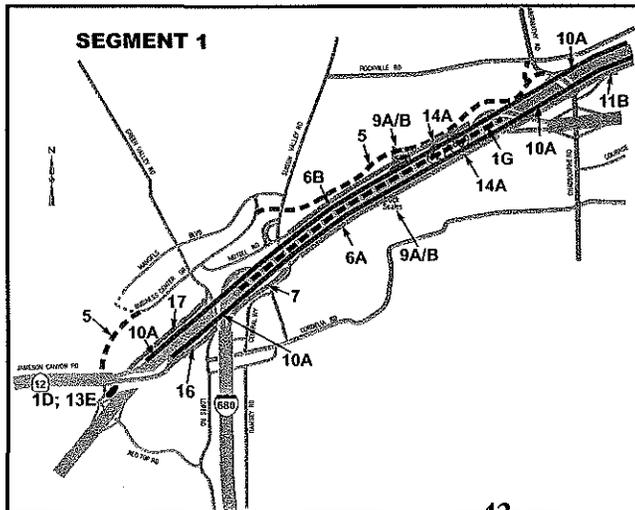
- 1A Leisure Town Road Park & Ride
- B Bella Vista Park & Ride
- C Fairfield Transportation Center-Phase 2
- D Red Top Park & Ride-Phase 1
- E Leisure Town Road Interchange Improvement
- F Nut Tree Park & Ride
- G Widen I-80 EB / WB I-680 to SR 12 East
("Aux" lane project underway)

RECOMMENDED PROJECTS

- 2 Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy on-ramp
- 3 Install EB I-80 Signage for SR 29 West of Toll Plaza
- 4 Expand / Relocate / Improve Lemon & Curtola Park & Ride
- 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley to Truck Scales
- B WB I-80 Aux Lane – Truck Scales to Suisun Valley
- 7 Braiding EB I-80 Ramps – I-680 to Suisun Valley Road
- 8 EB I-80 Aux Lane – Travis to Air Base Parkway



- 9A/B Relocate / Reconstruct Truck Scales
- 10 A I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway
(Requires relocation of truck scales)
- B Improve/Expand Fairfield Transportation Center-Phase 3
- 11 A EB I-80 Aux Lane – Magellan to Beck Av merge
- B EB I-80 Aux Lane – SR 12 (E) to Magellan
- 12 EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
- 13 A WB I-80 Aux Lane – West Texas to Abernathy
- B WB I-80 Aux Lane – North Texas to Waterman
- C WB I-80 Aux Lane – Merchant to Cherry Glen &
- D EB I-80 Aux Lane – Cherry Glen to Alamo
- E Red Top Road Park & Ride-Phase 2
- F WB I-80 Aux Lane – Waterman to Travis
- G EB I-80 Aux Lane – Air Base to North Texas
- 14 A WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley
(if truck scale out of Segment 1)
- B Gold Hill Road Park & Ride
- 15 A Lake Herman / Vista Point Park and Ride
- B Glen Cove / I-780 Park and Ride
- 16 Braid I-80 EB Ramps – SR 12 West to Green Valley Road
- 17 WB I-80 Aux Lane – Green Valley Road to SR 12 West
- 18 I-80 / I-505 Weave Correction Project
- 19 A Benicia West Military Park & Ride
- B Hiddenbrooke Parkway Park & Ride
- C North Texas Park & Ride
- D Columbus & Rose Park & Ride
- 20 A EB I-80 Aux Lane – Benicia Road to Georgia Street
- B WB I-80 Aux Lane – Georgia Street to Benicia Road
- 21 A I-80 WB Aux Lane – Redwood to Tennessee
- B I-80 EB Aux Lane – Tennessee to Redwood
- 22 EB / WB I-780 Stripe Aux Lane – 2nd to 5th
- 23 A I-80 / Pitt School Road Interchange Improvement
- B North First Street Park & Ride

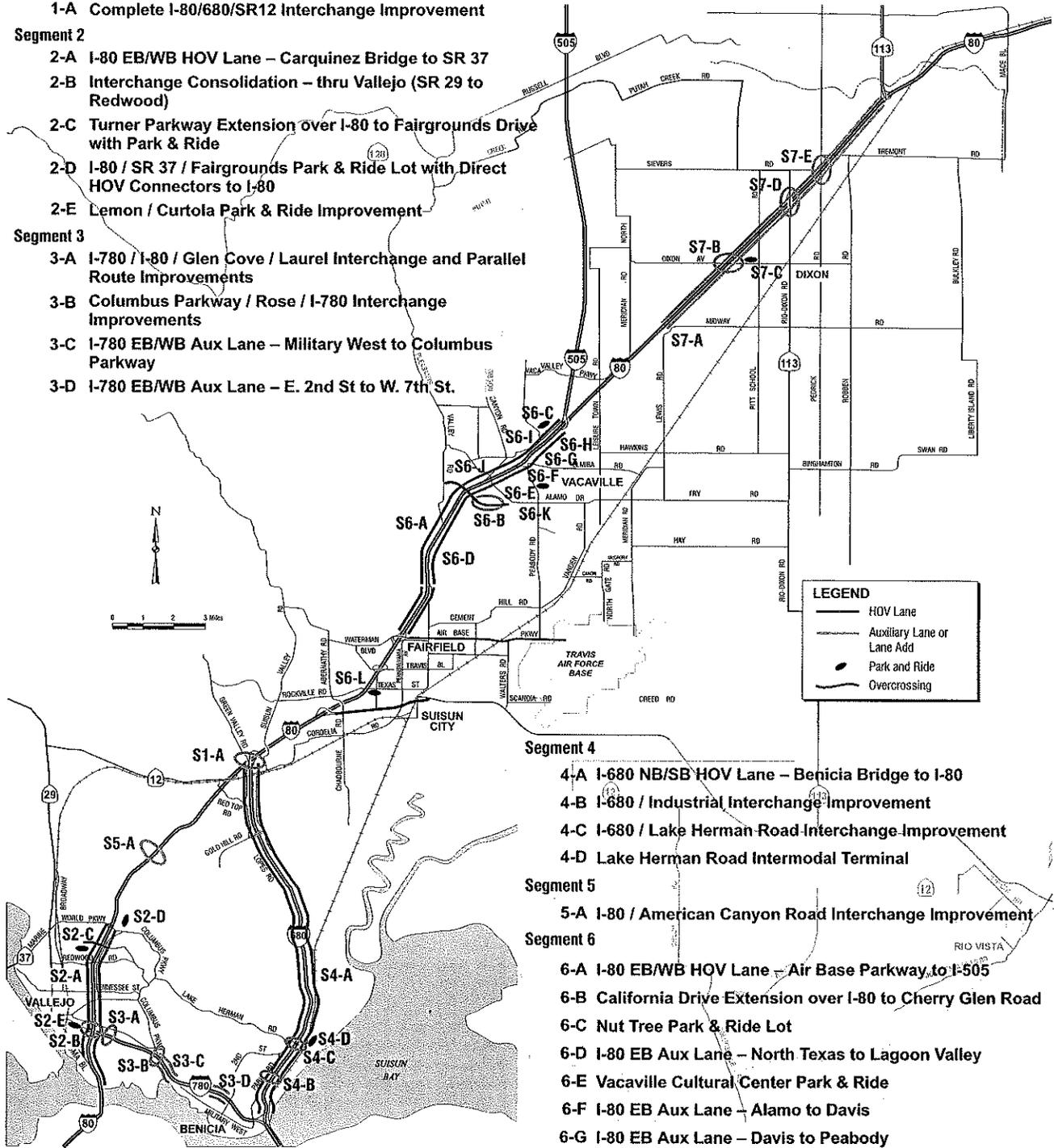


I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
DRAFT POTENTIAL MID TERM PROJECTS IN ORDER OF PRIORITY

June 5, 2002 Rev 2-1-03 Rev 7-2-03 Rev 8-7-03
 June 8-11-03 Rev 8-28-03 Rev 9-3-03

- Segment 1
 - 1-A Complete I-80/680/SR12 Interchange Improvement
- Segment 2
 - 2-A I-80 EB/WB HOV Lane – Carquinez Bridge to SR 37
 - 2-B Interchange Consolidation – thru Vallejo (SR 29 to Redwood)
 - 2-C Turner Parkway Extension over I-80 to Fairgrounds Drive with Park & Ride
 - 2-D I-80 / SR 37 / Fairgrounds Park & Ride Lot with Direct HOV Connectors to I-80
 - 2-E Lemon / Curtola Park & Ride Improvement

- Segment 3
 - 3-A I-780 / I-80 / Glen Cove / Laurel Interchange and Parallel Route Improvements
 - 3-B Columbus Parkway / Rose / I-780 Interchange Improvements
 - 3-C I-780 EB/WB Aux Lane – Military West to Columbus Parkway
 - 3-D I-780 EB/WB Aux Lane – E. 2nd St to W. 7th St.



- Segment 4
 - 4-A I-680 NB/SB HOV Lane – Benicia Bridge to I-80
 - 4-B I-680 / Industrial Interchange Improvement
 - 4-C I-680 / Lake Herman Road Interchange Improvement
 - 4-D Lake Herman Road Intermodal Terminal

- Segment 5
 - 5-A I-80 / American Canyon Road Interchange Improvement

- Segment 6
 - 6-A I-80 EB/WB HOV Lane – Air Base Parkway to I-505
 - 6-B California Drive Extension over I-80 to Cherry Glen Road
 - 6-C Nut Tree Park & Ride Lot
 - 6-D I-80 EB Aux Lane – North Texas to Lagoon Valley
 - 6-E Vacaville Cultural Center Park & Ride
 - 6-F I-80 EB Aux Lane – Alamo to Davis
 - 6-G I-80 EB Aux Lane – Davis to Peabody
 - 6-H I-80 EB Aux Lane – Peabody to Nut Tree
 - 6-I I-80 WB Aux Lane – Monte Vista to Mason
 - 6-J I-80 WB Aux Lane – Mason to Davis
 - 6-K Local Interchange Improvements (to be verified)
 - 6-L Fairfield Transportation Center Improvement-Phase 3

- Segment 7
 - 7-A I-80 Widening – Dixon to Vacaville
 - 7-B I-80 / W. A Street Interchange Improvement
 - 7-C West A Street Park & Ride
 - 7-D I-80 / North 1st Street Interchange Improvement
 - 7-E I-80 / Pedrick Road Interchange Improvement

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
**DRAFT POTENTIAL
 LONG TERM PROJECTS
 NOT IN PRIORITY ORDER**



DATE: September 2, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Draft 2003 Solano Congestion Management Program

Background:

Section 65088 and 65089 of the California Government Code requires counties with a population of 200,000 or greater to develop a Congestion Management Program (CMP) biannually in conjunction with the schedule for adopting and updating the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). Counties may opt out of developing a CMP if the majority of local governments, collectively comprised of the city councils and the county board of supervisors, each adopt resolutions electing to be exempt from the CMP. Since 1991 the STA, as the Congestion Management Agency (CMA) for Solano County, has developed the Solano County CMP in consultation and cooperation with the Metropolitan Transportation Commission (MTC), the Air Quality Management Districts, and the cities and County of Solano.

The STA began updating the 2003 CMP in April 2003 with assistance from the SolanoLinks Transit Consortium and the STA TAC. STA staff requested the Consortium update each of their transit service description. Also, STA staff requested the TAC submit LOS counts at locations within their jurisdiction as listed in CMP Appendix B.

Discussion:

The STA has completed the draft 2003 CMP with the assistance at each city and the County. STA staff presented sections (as they were completed) of the draft 2003 CMP to the TAC and Consortium. This gave the TAC and Consortium significant opportunities to provide input on the 2003 CMP as it was being developed. The draft 2003 CMP will be submitted to MTC for preliminary evaluation for consistency with the Regional Transportation Plan. MTC will return the draft CMP in late November with comments to be incorporated into a final draft, due back to MTC in January 2004. STA and its member agencies will have a final opportunity for additional comments and changes as the final draft is completed by December.

The TAC unanimously recommended forwarding the Draft 2003 CMP to the STA Board for submittal to MTC for an RTP consistency review. The remaining STA 2003 CMP development schedule is as follows:

- September 10 - STA Board approves Draft 2003 CMP
- October-November 2003 - MTC reviews and comments on Draft 2003 CMP
- November- December 2003 STA works with MTC, TAC, and Consortium to complete a final draft CMP
- December 2003 - TAC and Consortium Recommend Final 2003 CMP to STA Board
- January 2004 - STA Board adopts 2003 CMP

Fiscal Impact:

None to the STA General Operations Fund.

Recommendation:

Authorize the Executive Director to submit the draft 2003 Solano County Congestion Management Program to MTC and other agencies for review and comment.

Attachments: A. Draft 2003 Solano Congestion Management Program

Attachments for Agenda Item X.B are available upon request.



DATE: September 2, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: State Budget – Impact on Transportation

Background:

On August 3, 2003, Governor Gray Davis signed the State budget package that authorizes total spending of \$98.9 billion, with General Fund spending of \$70.8 billion. For transportation, the enacted State budget includes the following provisions:

1. Early repayment of a \$173 million cash loan to the State Highway Account (SHA) from the State General Fund.
2. \$189 million transferred to fund expenditures for Transportation Congestion Relief Fund (TCRF) projects with current allocations. \$100 million transferred to the SHA as partial repayment of outstanding loans provided to the State General Fund that had been scheduled to be repaid in future years. A balance of \$856 million of Transportation Investment Funds (TIF) will now be repaid in June of 2009.
3. Suspension of the transfer of \$187 million in Proposition 42 funds to local governments in FY 2003-04 (to be repaid in FY 2008-09).
4. Suspension of allocation of \$187 million in Proposition 42 funds for STIP projects in FY 2003-04 (to be repaid in FY 2008-09).
5. Suspension of transfer of \$37 million in Proposition 42 funds to the Public Transportation Account (PTA) in FY 2003-04 (to be repaid in FY 2008-09).
6. Suspension of transfer of \$37 million to Local Transit Assistance in FY 2003-04 (to be repaid in FY 2008-09).
7. \$98.4 million total funds to support 1,365 Capital Outlay Support staff for project delivery and construction support for Caltrans (this increase could be eliminated by proposed Section 4.10 reduction exercise being implemented by the State).
8. Deferral of a \$500 million General Fund Loan repayment from FY 2003-04 to FY 2008-09.
9. Suspension of the "spillover tax" scheduled to be transferred to the PTA (\$80 million). It will now be retained by the State General Fund.
10. The State Legislature failed to enact a new commercial vehicle weight fee schedule that would have generated \$100 million in revenue for the SHA.

IMPACT ON CALTRANS

Caltrans estimates that the enacted State budget will result in an overall budget decrease for the department of 5% (\$152 million). In addition, Section 4.10 of the Budget Act requires the State to achieve \$1 billion and 16,000 positions in savings. For Caltrans, this is estimated to be as much as \$193 million and over 1,000 positions.

PROJECTED CASH FLOW IN STATE HIGHWAY ACCOUNT

With the enactment of the State Budget, the California Transportation Commission (CTC) and Caltrans have renewed their close monitoring and assessment of the cash flow balances projected for the SHA in FY 2003-04. With several one-time budget actions, Caltrans is projecting that the cash flow for the SHA can be kept out of the negative, but tenuously close to zero. Currently, there is an estimated \$1.8 billion allocation plan scheduled for action by the CTC in FY 2003-04. Caltrans is suggesting that State Highways Operation Protection Program (SHOPP) allocations in FY 2003-04 can be made with the timing of allocations metered based on the SHA cash balance and implementation of several critical Federal budget actions affecting transportation. Caltrans has also cited several near term risks that could affect cash flow in FY 2003-04. These include the following:

1. Federal Budget uncertainties
 - a. Impact of delay in reauthorization
 - b. Delay in passage of Federal Budget
2. Increase in expenditure trends
3. Covering the lowest daily balance periods (so that cash flow doesn't go into the negative)
4. Other unforeseen emergencies

Caltrans is recommending the CTC only authorize safety and emergency projects in FY 2003-04, until expenditures and revenues to support them can be identified. In September, Caltrans will be developing a quarterly cash update for the SHA, PTA and TCRF.

CTC DEVELOPMENT OF FUND ESTIMATE FOR 2004 STIP

During these months of financial uncertainty, the California Transportation Commission (CTC) is responsible for developing a Fund Estimate (FE) for the 2004 STIP. David Brewer, of CTC staff, indicated at the August monthly meeting of the statewide Regional Transportation Planning Agencies (RTPAs) that CTC staff is planning to release a draft FE in December of 2003, with a tentative target date for STIP submittals by the regions due by April of 2004. The adoption of the STIP would then take place at the August 2004 CTC meeting. Several regional agencies noted their concern about this adoption date, because the projects in the TIP must be modeled for air quality conformity before their submittal to the Federal Highways Administration (FHWA) for their incorporation into the FTIP. The deadline for submittal to FHWA is September 1, 2004.

FEDERAL OBLIGATIONAL AUTHORITY

An additional wrinkle affecting the available cash for transportation projects is the amount of Federal Obligational Authority (OA) available to California during the remainder of the Federal fiscal year. Of the \$370 million available, the state has decided to keep \$200 million to cover their cash flow needs and make the remaining \$170 million available to the regions. The CTC has prepared a list of projects recommended to receive this available Federal OA. The Metropolitan Transportation Commission (MTC) did receive \$4.2 million for the Regional Rideshare Program. These funds help fund the STA's Solano Napa Commuter Information (SNCI) program. The Bay Area has already used up all of its available OA and had hoped to get an advance on unused OA from other regions, but this did not happen. With the delay in the approval of the Federal Appropriations budget and the Federal Reauthorization bill, several programs and projects funded through federal funds may be delayed until June of 2004 before they receive their funds. This includes: the Congestion Management Planning (STP funds),

projects with advanced construction (AC), and projects with September 30, 2003 obligation deadlines.

Discussion:

The combination of fiscal impacts caused by the enacted State Budget, the limited available Federal OA, and the delay in Federal Appropriations and Reauthorization has resulted in a variety of potential delays and cuts in programs and projects. STA staff is continuing to work with Caltrans, MTC and project consultants to keep existing projects under construction and project development activities for projects with CTC allocation votes on track. With the recent enactment of the State Budget, staff has generally been successful in keeping all of these projects moving forward. Currently, the State is still processing reimbursement checks for TCRP and STIP funded projects that have received allocation votes and are under contract. Mike Duncan will provide a status report on each of these projects under a separate agenda item.

The enacted State Budget has also resulted in some significant loss of transportation funding that would have been received in FY 2003-04 due to the suspension of Proposition 42. A listing of the fiscal impact on Solano County for local roads, State Transit Assistance, and the STIP is attached.

The lack of available Federal OA will have a fiscal impact on the MTC, STA and the Bay Area's CMAs, if the Congress doesn't approve a continuing resolution during the next few months. The potential impact will depend on the duration of the delay in new OA being available to California and the Bay Area.

Staff will provide an update at the Board meeting.

Recommendation:

Informational

- Attachments: A. Prop. 42 Local Streets & Roads Funding Suspended in FY 03-04
B. Prop. 42 STA Funding Suspended in FY 03-04
C. Prop. 42 STIP Funding Suspended in FY 03-04

**Proposition 42 Local Streets & Roads Funding
Suspended FY 2003-04**

DOLLARS IN THOUSANDS

	<i>Prop 42 Increment</i>
STATEWIDE PROP. 42 STREETS & ROADS	186,800
BAY AREA SHARE	37,559
DISTRIBUTIONS TO COUNTIES	16,912
DISTRIBUTIONS TO CITIES	20,647

DISTRIBUTIONS TO COUNTIES	
Alameda	2,918
Contra Costa	2,366
Marin	810
Napa	595
San Francisco	1,626
San Mateo	1,738
Santa Clara	3,680
Solano	1,177
Sonoma	2,002

DISTRIBUTIONS TO THE CITIES

ALAMEDA	
ALAMEDA	247
ALBANY	55
BERKELEY	345
DUBLIN	117
EMERYVILLE	25
FREMONT	689
HAYWARD	477
LIVERMORE	257
NEWARK	145
OAKLAND	1,358
PIEDMONT	37
PLEASANTON	221
SAN LEANDRO	268
UNION CITY	232
COUNTY TOTAL	4,472

CONTRA COSTA	
ANTIOCH	327
BRENTWOOD	109
CLAYTON	36
CONCORD	412
DANVILLE	142
EL CERRITO	78
HERCULES	68
LAFAYETTE	80
MARTINEZ	122
MORAGA	54
OAKLEY	89
ORINDA	59
PINOLE	64
PITTSBURG	201
PLEASANT HILL	111
RICHMOND	334
SAN PABLO	101
SAN RAMON	155
WALNUT CREEK	218
COUNTY TOTAL	2,760

MARIN	
BELVEDERE	7
CORTE MADERA	31
FAIRFAX	24
LARKSPUR	40
MILL VALLEY	45
NOVATO	160
ROSS	8
SAN ANSELMO	41
SAN RAFAEL	188
SAUSALITO	24
TIBURON	29
COUNTY TOTAL	597

NAPA	
AMERICAN CANYON	41
CALISTOGA	17
NAPA	246
ST HELENA	20
YOUNTVILLE	11
COUNTY TOTAL	335

SAN FRANCISCO	
SAN FRANCISCO	2,609
COUNTY TOTAL	2,609

SAN MATEO	
ATHERTON	24
BELMONT	84
BRISBANE	12
BURLINGAME	93
COLMA	4
DALY CITY	344
EAST PALO ALTO	102
FOSTER CITY	98
HALF MOON BAY	41
HILLSBOROUGH	36
MENLO PARK	102
MILLBRAE	68
PACIFICA	127
PORTOLA VALLEY	15
REDWOOD CITY	250
SAN BRUNO	135
SAN CARLOS	91
SAN MATEO	309
SOUTH SAN FRANCISCO	201
WOODSIDE	18
COUNTY TOTAL	2,153

SANTA CLARA	
CAMPBELL	126
CUPERTINO	172
GILROY	148
LOS ALTOS	91
LOS ALTOS HILLS	27
LOS GATOS	95
MILPITAS	214
MONTE SERENO	12
MORGAN HILL	115
MOUNTAIN VIEW	237
PALO ALTO	199
SAN JOSE	3,048
SANTA CLARA	349
SARATOGA	101
SUNNYVALE	437
COUNTY TOTAL	5,372

SOLANO	
BENICIA	89
DIXON	53
FAIRFIELD	338
RIO VISTA	19
SUISUN CITY	88
VACAVILLE	309
VALLEJO	396
COUNTY TOTAL	1,293

SONOMA	
CLOVERDALE	25
COTATI	23
HEALDSBURG	38
PETALUMA	185
ROHNERT PARK	140
SANTA ROSA	509
SEBASTOPOL	26
SONOMA	31
WINDSOR	81
COUNTY TOTAL	1,057

GRAND TOTAL DISTRIBUTIONS TO COUNTIES	
Alameda	\$7,390
Contra Costa	\$5,127
Marin	\$1,408
Napa	\$930
San Francisco	\$4,234
San Mateo	\$3,891
Santa Clara	\$9,052
Solano	\$2,469
Sonoma	\$3,058
Region	\$37,559

Streets and Roads Funding Distribution Formula:

50% to counties of which 75% based on Vehicle Registration

-of which 75% based on vehicle registration

25% based on county roads

50% to cities based on population

**Proposition 42 State Transit Assistance Funding
Suspended FY 2003-04**

DOLLARS IN THOUSANDS

	<i>Prop 42 Increment</i>
STATE TOTAL STA REVENUE	46,700
MTC TOTAL STA REVENUE	17,601
MTC Revenue Share	12,967
MTC Population Share¹	4,634

STA REVENUE BASED FUNDS	
City of Union City	3.48
Livermore-Amador Valley Transit Authority	13.14
Central Contra Costa Transit Authority	77.29
Eastern Contra Costa Transit Authority	19.00
Western Contra Costa Transit Authority	18.42
City of Yountville	0.06
City of Napa	6.17
Golden Gate Bridge Highway & Transit District	605.50
Peninsula Corridor Joint Powers Board	580.04
San Mateo County Transit District	625.67
Santa Clara Valley Transportation Authority	1,820.62
City of Benicia	1.79
City of Dixon	0.37
City of Fairfield	7.00
City of Vallejo	68.07
County of Sonoma	18.57
City of Cloverdale	0.10
City of Healdsburg	0.16
City of Santa Rosa	16.07
SUBTOTAL	3,881.49
Alameda-Contra Costa Transit District	1,656
BART District	3,056
City of San Francisco (SF Muni)	4,374
SUBTOTAL	9,085
TOTAL	12,967

1. Policy for distributing population share funds of Prop. 42 is not yet developed

**Proposition 42 State Transportation Improvement Program (STIP) Funding
Suspended FY 2003-04**

DOLLARS IN THOUSANDS

	<i>Prop 42 Increment</i>
FY 2003-04 Proposition 42 Increment	186,800
TOTAL STIP RESOURCES	186,800
Regional Improvement Program (75%)	140,100
Interregional Improvement Program (25%)	46,700
Annual Bay Area ITIP Funding	9,233
Total Annual Bay Area STIP Funding	
Alameda	5,532
Contra Costa	3,066
Marin	973
Napa	570
San Francisco	2,569
San Mateo	2,613
Santa Clara	5,701
Solano	1,468
Sonoma	1,770
Region	24,263



DATE: September 2, 2003
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:

The Traffic Congestion Relief Program (TCRP) funds several projects in Solano County. The I-80/I-680/SR 12 environmental studies, the North Connector environmental studies, the Jameson Canyon environmental studies and design, the purchase of a ferry, and maintenance of local streets and roads all receive funding from the TCRP. Although new allocations for TCRP projects have been suspended by the California Transportation Commission (CTC), funds for projects with allocations appear to be "safe" for the coming fiscal year. Reimbursements are being made for both TCRP and STIP projects that have previously received allocations (e.g., the Interchange and North Connector projects and the Jepson Parkway project). However, Caltrans has suspended some consultant contracts for TCRP projects managed by Caltrans (Jameson Canyon in Solano and Napa Counties) even if funds have been allocated.

Discussion:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The State Budget that was passed in early August provided transportation funds for ongoing projects in Solano County; however, new STIP and TCRP allocations have been suspended indefinitely pending revised funding estimates from Caltrans. The current State budget deficit potentially jeopardizes future State funding for projects. The status of funds for the following projects could change depending on actions by the Legislature and governor and policies developed by the CTC for allocation of funds from the State Highway Account.

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 MTCQ/Nolte. The Environmental Scoping Meeting and transportation "open house" were held on May 12th. The study to evaluate the truck scales relocation is also included in this project and is underway. The technical analysis portion of

truck scales relocation study is nearing completion. The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector PA/ED*. The environmental phase of this project is also totally funded by a TCRP grant (\$2.7M) and funds have been allocated by the CTC. As with the Interchange project, environmental studies are underway. Korve Engineering was selected for the PA/ED phase for the North Connector. The Environmental Scoping Meeting and transportation open house were held on March 6th in Fairfield. 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 PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7*. 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. Korve Engineering was selected to complete this last phase of the I-80/680/780 Corridor Study. The operational analysis part of this study will facilitate integrating all segments of the corridor into a final summary document that recommends near-term and long-term project phasing for the whole corridor, emphasizing lane balance throughout the corridor, not just in individual segments. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the corridor. The Existing Conditions Report, Operational Analysis, Near-Term Projects list and Long-Term Projects list are complete (see related TAC item, I-80/680/780 Corridor Study).

4) *I-80/I-680/I-780 Transit Corridor Study*. This project is funded with a State Planning Congestion Relief Program (PCRCP) 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 PDT and Working Group meetings for the Transit Corridor Study are held jointly with the I-80/I-680/I-780 MIS/Corridor Study to facilitate information sharing between these studies. The Transit Corridor Study will evaluate transit needs for the entire interstate corridor and develop detailed, multi-modal implementation strategies and cost estimates along the entire corridor. The existing conditions have been evaluated and proposed near-term projects have been incorporated into the I-80/680/780 Corridor Study Near Term Projects list and Long-Term Projects list, specifically the proposed locations for park and ride lots that will facilitate express bus service.

5) *Caltrans Auxiliary Lanes Project*. Caltrans is the project manager for this project. It is funded through the Interregional Transportation Improvement Program (ITIP) for \$14.3M and the State Highway Operations and Protection Program (SHOPP) for \$8.306M. This project was allocated full funding by the CTC in May; however, the lack of a State Budget stopped Caltrans from advertising the project for construction. The advertisement date is now scheduled for September 2, 2003. 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. Caltrans is currently developing a construction strategy to minimize impacts on motorists and construction downtime while still meeting the estimated construction completion date of late 2005, prior to the opening of the new span of the Benicia-Martinez Bridge.

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 Walters Road widening segment in Suisun City has received construction

authorization for federal funding and should be advertised for construction this Fall. The next segment scheduled for construction, the I-80/Leisure Town Road Interchange, has been delayed by the decision of the CTC to suspend new STIP allocations. The CTC will consider lifting this suspension in September after Caltrans provides a revised fund estimate for the State Highway Account for FY 2003-04. This project is currently in the second highest category to receive STIP allocations and will be considered as soon as the CTC resumes allocations.

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 recently passed State Budget should allow this project to proceed as scheduled. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction. (See attached detailed report from Collison Engineering).

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 has suspended the consultant contracts for this project at the direction of Caltrans Headquarters. Some of the work will be conducted by Caltrans in-house staff, but expertise to complete all of the studies is not available except through consultants. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have discussed a Cooperative Agreement that will allow STA and NCTPA to assist Caltrans by hiring consultants to complete critical components of the environmental studies, using TCRP funds that have been allocated for this project. (See attached detailed report from Collison Engineering).

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. Although both of these projects have been delayed due to environmental studies for fairy shrimp, the environmental documents and project reports are scheduled for completion in October 2004. 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. (See attached detailed report from Collison Engineering).

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 were recommended for study in the environmental documents. (See attached detailed report from Collison Engineering).

Recommendation:
Informational.

Attachment
A. Collison Engineering Project Status Report

PROJECT STATUS REPORTS - **JUNE & JULY 2003**

HIGHWAY 37

Background:

- The Hwy 37 Project is under construction and is divided into two phases.
- Phase 2 includes "4-laning" from Napa River bridge to the Hwy 29 intersection. Construction of Phase 2 started in March 2002. Completion is scheduled for January 2005.
- Phase 3 includes the Hwy 37 / Hwy 29 Interchange. Construction of Phase 3 started in February 2003. Completion is scheduled for December 2005.
- Preparatory work for this project included a sewer relocation project by Vallejo Sanitation & Flood Control District (VSFCD).

Recent Activity:

- Both Phase 2 construction and Phase 3 construction are on schedule, and the work is progressing satisfactorily without major problems.
- VSFCD and contractor Rados Construction have settled the contractor's claim by mediation. Caltrans has agreed to reimburse VSFCD a total of \$3M for this claim.

Next Steps:

- Continue construction of Phase 2 and Phase 3.

Issues:

- No major unresolved issues.

Action Items:

- Monitor the construction of the phase 2 project.
- Monitor the construction of the phase 3 project.

Comments:

- It is anticipated that any cost overruns during construction will be paid out of contingency funds.

HWY 12 (JAMIESON CANYON) & 12/29 INTERCHANGE

Background:

- Caltrans is preparing PA&ED (Project Report and Environmental Document) to upgrade Highway 12 through Jamieson Canyon from the intersection with Red Top Road (adjacent to I-80) to the intersection with SR 29. Highway 12 will be reconstructed as a four lane expressway. The Project includes the 12/29 and Red Top Road interchanges.
- Caltrans original schedule anticipated environmental clearance in 2005, and construction in 2009. STA and NCTPA have been working with Caltrans to try and accelerate this schedule.
- Funding for construction has not been identified.

Recent:

- Caltrans is focusing on four alternative alignments for Hwy 12, all closely based upon the existing alignment. The alignments include:
 - Northern alignment with a 13.8m (45') median
 - Southern alignment with a 13.8m (45') median
 - Northern alignment with a 6.6m (22') median
 - Southern alignment with a 6.6m (22') median
- STA & NCTPA will continue to encourage Caltrans to consider lesser median widths thereby reducing costs and impacts.
- Caltrans is currently working on frontage road designs and accesses for property owners. They are studying another potential interchange located near the Solano/Napa County boundary in order to reduce "out of direction travel" for existing residents.
- Caltrans has received rights of entry from 103 of the 118 property owners, and is preparing studies based on data from the accessible parcels.
- Caltrans is preparing four alternatives for the 12/29 Interchange including a partial cloverleaf, a flyover, a tight diamond, and a singlepoint interchange.
- The schedule for the environmental document has been significantly impacted by:
 - a) The suspension of all consultant contracts.
 - b) Caltrans shortage of in-house resources.

Next Steps:

- Continue to proceed with the project using the resources that are available.

- Rehire the environmental consultant.
- Continue to work with resource agencies (especially FHWA) to obtain their concurrence with the project approach.

Issues:

- Since the inception of the project Caltrans has felt that the "Purpose and Need" is weak. STA and NCTPA believe that both the existing and projected traffic volumes are more adequate to justify this project.
- The Caltrans Environmental Division is short of staff, and was relying on consultants in order to stay on schedule.
- The goal of preparing the draft environmental document by the end of 2003 would require technical reports by May 2003. Due to the suspension of the consultant contract, Caltrans believes that the archaeological studies are unlikely to be complete until May 2004.
- Napa County's interim project to improve the Hwy 12/29 intersection is proceeding in expectation of securing funding from Caltrans. Construction scheduled for 2004.

Action Items:

- Monitor Caltrans internal efforts to rehire the environmental consultant
- Caltrans needs to set up NEPA/404 meeting with FHWA and resource agencies to confirm their "buy in" on project scope, rights of entry, and "purpose & need".
- Continue to work with Caltrans to identify potential cost and schedule reductions, minimize schedule extensions, and monitor progress of technical reports.

Comments:

- The environmental document is the critical path for this project.
- Rehiring the environmental consultant is critical because Caltrans has insufficient in-house resources.
- Although the environmental schedule is delayed, the impacts are lessened because funding for the later phases is less likely to be available in the near term.
- The focus of STA's and NCTPA's immediate efforts should be to push Caltrans to hold the NEPA/404 meeting with FHWA and resource agencies as soon as possible.

• **HIGHWAY 12 (EAST) PROJECTS**

This work has been divided into 3 separate projects:

- 1) EA OT0900 – Road Rehabilitation from Scandia to Denverton Overhead (6.8 miles).
- 2) EA OT1010 - Road Rehabilitation from Denverton Overhead to Currie Road (5.9 miles).
- 3) EA OT1021 – Replacement of Round Hill Creek Bridge.

Background:

- EA OT0900 – Scandia to Denverton – the project consists of road rehabilitation, profile improvement, shoulder widening, drainage modifications.
- EA OT1010 – Denverton to Currie – the project consists of overlay, profile improvement, turn lane, intersection widening, drainage modifications.
- EA OT1021 – Replacement of Round Hill Creek Bridge – this was originally part of the Denverton to Currie section but required an expedited schedule.

Recent Activity:

- Based on the findings of the fairy shrimp survey Caltrans is modifying the alignments in order to avoid fairy shrimp locations and remove or reduce the need for mitigation measures.
- EA OT0900 – Scandia to Denverton – preliminary design is underway; NegDec/FONSI under preparation. Schedule for completion of PA/ED is still October 2004, with completion of construction scheduled for June 2008.
- EA OT1010 – Denverton to Currie – preliminary design is underway; NegDec/FONSI under preparation. Schedule for completion of PA/ED is still October 2004, with completion of construction scheduled for June 2008.
- EA OT1021 – Replacement of Round Hill Creek Bridge. This project is complete.

Next Steps:

- EA OT0900 – Scandia to Denverton – prepare preliminary design and NegDec/FONSI. Modify alignment to reduce mitigation requirements.
- EA OT1010 – Denverton to Currie – prepare preliminary design and NegDec/FONSI. Modify alignment to reduce mitigation requirements.

Issues:

- EA OT0900 – Scandia to Denverton – mitigation is required for fairy shrimp and therefore the alignments are being modified to reduce mitigation. Schedule is unchanged - PA & ED complete in 2004, construction 2006 to 2008.
- EA OT1010 – Denverton to Currie – mitigation is required for fairy shrimp and therefore the alignments are being modified to reduce mitigation. Schedule is unchanged - PA & ED complete in 2004, construction 2006 to 2008.
- EA OT1021 – None.

Action Items:

- Continue to monitor project progress and identify any critical issues.

Comments:

- EA OT0900 – Scandia to Denverton – total anticipated cost is \$11.5M. Amount of allocated funding is \$8.5M. Apparent shortfall of \$3M. The fairy shrimp survey has become the critical path for this project.
- EA OT1010 – Denverton to Currie – total anticipated cost is \$25M. Amount of allocated funding is \$25M. The fairy shrimp survey has become the critical path for this project.
- These SHOPP funded projects are not anticipated to be delayed by the budget crisis.

I-80 DIXON WIDENING

Background:

- Project scope includes widening I-80 from 6 lanes to 8 lanes from Vacaville to Dixon (i.e. closure of gap in 8-lane freeway). The widening will be from Meridian Road in Vacaville to Pedrick Road in Dixon
- The work will include widening the freeway to the outside, and probably upgrading the median & the barriers.
- There are two other projects scheduled at this location:
 - a) Median Barrier Project – to remove existing cable barrier and replace with temporary K-rail.
 - b) Solano Rehab. Project (a.k.a. Long Life Pavement) – to replace the outside (i.e. truck) lane with heavy-duty long-life pavement.

Recent Activity:

- Caltrans completed the Value Analysis (VA) study. Three alternative median treatments will be developed:
Alternative 1 – use temporary K rail and leave existing median as it is.
Alternative 2 – remove oleanders and construct concrete median barrier.
Alternative 3 – construct dual concrete median barrier and replant oleanders in a raised planter box.
- The Long life Pavement project has now evolved into rebuilding all three lanes (not just the outside lane), but the design and construction will be later than the I-80 Widening project.

Next Steps:

- Request copy of draft environmental document and Project Report for review.

Issues:

- Caltrans is scheduled to complete PA/ED by Jan 2005.
- The project will not proceed into the design phase until further funding becomes available.
- Project funding for construction (\$51M) has not been allocated.

Action Items:

- Continue to monitor this project.

Comments:

- The current PA&ED phase of the project is moving forward, but the project will probably be shelved when PA&ED is complete.
- Design funding and construction funding have not been allocated.
- There is a \$12M SHOPP-funded safety project to replace the existing cable barrier with temporary K-rail (on both sides of the oleander). PA/ED due December 2003, PS&E due December 2004.
- It was hoped that this I-80 Widening Project and the Long Life Pavement Project could be merged into a single design project to achieve significant cost savings and considerably less disruption to traffic. However, the Long Life Pavement project has increased in scope to include all lanes, and the design and construction of the Long Life Pavement have been delayed indefinitely.



DATE: August 28, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Local Streets and Roads Update

Background:

The Bay Area Partnership established a task force in Fall 2002 to develop a methodology to identify the actual capital shortfall for both local streets and roads and transit for the Bay Area. As a result of the work of the Task Force, the MTC Pavement Management Program section established a committee of Public Works Directors and other Public Works personnel to help them identify the estimated pavement and non-pavement needs throughout the Bay Area for the next 25 years. Additionally, this committee (called the Local Streets and Roads Committee) assisted MTC in determining the potential revenues that may be available to meet the pavement and non-pavement needs.

As MTC prepares for TEA-21 Reauthorization and the federal funds that will come to the region, the need for this data, especially for local streets and roads, is critical. The 2001 Regional Transportation Plan identified 77% of all transportation funding over the next 25 years to be spent on public transportation. Additionally, MTC has identified a need to fund 100% of transit capital shortfall, potentially further reducing federal funds available for road rehabilitation and maintenance.

A subcommittee of the TAC met several times last Fall to develop more accurate costs for both pavement and non-pavement preventive maintenance over the next 25 years. In Spring 2003, TAC members and other city/county staff evaluated the revenue projections developed by MTC for Solano County to determine if these projections (based on State Controller's Reports) presented a reasonably accurate estimate of expected revenues over the next 25 years.

Discussion:

Using the information provided to MTC by the Bay Area counties and the Task Force, MTC revised upward the projected pavement and non-pavement needs for the next 25 years. These numbers were approximately 100% above the estimates that were developed in 2000 for the 2001 Regional Transportation Plan (RTP). The Solano County estimates for both pavement and non-pavement needs are shown in Attachment A.

In addition to trying to develop a more accurate 25-year cost estimate for pavement and non-pavement preventive maintenance, MTC was also developing a methodology to estimate revenues available to local agencies for both pavement and non-pavement preventive maintenance. The initial methodology used by MTC had some inherent flaws and produced results that implied that a significant surplus would exist for some counties over the next 25 years.

Revenue estimates generated by MTC and the percent of "local" money that is available for pavement and non-pavement needs were developed by MTC using a trend analysis of 20 years of historical data from the State Controller's Office. This historical data was used to estimate what percent of gas tax and local discretionary funds could be available to spend on pavement and non-pavement preventive maintenance, and also was used to estimate how much local money will be available over the next 25 years based on past trends. Using the State Controller's Office data, MTC estimated that Solano County would have a *surplus* of almost \$268,000,000 over the next 25 years for pavement and non-pavement needs. A major problem with using the State Controller's data is that the data significantly inflates the amount of both gas tax and local revenues that have been expended on preventive maintenance projects. Additionally, although in previous years there may have been some General Fund money going to pavement and non-pavement projects, currently Public Works Departments (in general) receive virtually no general fund dollars for these types of projects and most jurisdictions will not have general fund revenues available for preventive maintenance projects for the foreseeable future.

The 25-year pavement and non-pavement preventive maintenance needs (\$21B) developed by MTC more accurately reflect the actual needs for the Bay Area. The work by the STA TAC and similar groups from Counties throughout the Bay Area has helped MTC develop more realistic 25-year revenue estimates that potentially reflect the amount of revenue that will be available for preventive maintenance. Using the revised information provided by Solano and other counties, MTC developed new revenue estimates for each city and county that is significantly different than those developed using the State Controller's Reports. The revised revenue estimates are shown in Attachment B (3 pages), broken down by pavement and non-pavement revenues. Attachment B also shows where local streets and roads funds are typically spent for Solano County agencies. For Solano County, the pavement and non-pavement needs on local streets and roads is estimated at \$938,112,586 over the next 25 years. Based on input received from the cities and county, the local revenue available over the next 25 years is \$465,338,594 for an overall revenue *shortfall* of \$472,773,992, not the \$268M surplus previously estimated by MTC.

Funding for preventive maintenance of local streets and roads must be a high priority at MTC in order to compete with the transit needs in the region. As the 2005 RTP is developed, support for dedicating an equitable portion of the future funds to streets and roads will be a critical factor in determining the overall condition of the roadways throughout the Bay Area and Solano County.

Recommendation:

Informational.

Attachments

- A. MTC 25-Year Revenue Projection Survey Summary
- B. Solano County 25-year Pavement and Non-Pavement Revenue Estimates (3 pages)
- C. Proposed Partnership Task Force Policy Statement
- D. Proposed Regional Funding Options for Transit/Local Streets and Roads

SOLANO COUNTY 25-YEAR PAVEMENT AND NON-PAVEMENT REVENUE ESTIMATES

In 2004 Dollar Values

Average Annual Pavement / Non-Pavement Revenues*						
	Pavement	Non-Pavement	Bridges	New Const.	Operations/Other	Total
County of Solano	\$ 1,565,657	\$ 522,943	\$ -	\$ -	\$ 3,557,084	\$ 5,645,684
Benicia	\$ 542,234	\$ 52,878	\$ 286,463	\$ -	\$ 436,120	\$ 1,317,695
Dixon	\$ 156,177	\$ 88,133	\$ -	\$ -	\$ 402,598	\$ 646,908
Fairfield	\$ 2,275,048	\$ 2,158,329	\$ -	\$ 5,323,794	\$ 1,909,648	\$ 11,666,820
Rio Vista	\$ 47,924	\$ 59,108	\$ 1,740	\$ -	\$ 111,705	\$ 220,477
Suisun City	\$ 131,862	\$ -	\$ -	\$ -	\$ 495,319	\$ 627,181
Vacaville	\$ 901,853	\$ 153,893	\$ 133,334	\$ 3,476,738	\$ 4,354,459	\$ 9,020,277
Vallejo	\$ 119,293	\$ 284,262	\$ -	\$ 5,916,558	\$ 3,162,032	\$ 9,482,145
County Totals	\$ 717,506	\$ 399,515	\$ 52,692	\$ 1,839,636	\$ 1,803,621	\$ 4,812,970
County Average Annual Revenue						\$ 38,627,186

Average Annual Revenue Dollars Per Centerline Mile				
CL Miles	Pavement	Non-Pavement	Total	
512	\$ 3,058	\$ 1,021	\$ 11,027	
90	\$ 6,025	\$ 588	\$ 14,641	
56	\$ 2,789	\$ 1,574	\$ 11,552	
263	\$ 8,650	\$ 8,207	\$ 44,361	
19	\$ 2,522	\$ 3,111	\$ 11,604	
65	\$ 2,028	\$ -	\$ 9,649	
225	\$ 4,008	\$ 684	\$ 40,090	
235	\$ 508	\$ 1,210	\$ 40,350	
Average	\$ 3,699	\$ 2,049	\$ 22,909	

2% Growth

PAVEMENT

(Based on Average \$ per year)

	County	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo	
1	\$ 1,565,657	\$ 542,234	\$ 156,177	\$ 2,275,048	\$ 47,924	\$ 131,862	\$ 901,853	\$ 119,293	
2	\$ 1,596,970	\$ 553,079	\$ 159,300	\$ 2,320,549	\$ 48,883	\$ 134,500	\$ 919,890	\$ 121,679	
3	\$ 1,628,910	\$ 564,140	\$ 162,486	\$ 2,366,960	\$ 49,861	\$ 137,190	\$ 938,287	\$ 124,113	
4	\$ 1,661,488	\$ 575,423	\$ 165,736	\$ 2,414,300	\$ 50,858	\$ 139,933	\$ 957,053	\$ 126,595	
5	\$ 1,694,718	\$ 586,932	\$ 169,051	\$ 2,462,586	\$ 51,875	\$ 142,732	\$ 976,194	\$ 129,127	
6	\$ 1,728,612	\$ 598,670	\$ 172,432	\$ 2,511,837	\$ 52,913	\$ 145,587	\$ 995,718	\$ 131,709	
7	\$ 1,763,184	\$ 610,644	\$ 175,881	\$ 2,562,074	\$ 53,971	\$ 148,498	\$ 1,015,632	\$ 134,343	
8	\$ 1,798,448	\$ 622,857	\$ 179,398	\$ 2,613,316	\$ 55,050	\$ 151,468	\$ 1,035,945	\$ 137,030	
9	\$ 1,834,417	\$ 635,314	\$ 182,986	\$ 2,665,582	\$ 56,151	\$ 154,498	\$ 1,056,664	\$ 139,771	
10	\$ 1,871,105	\$ 648,020	\$ 186,646	\$ 2,718,893	\$ 57,274	\$ 157,588	\$ 1,077,797	\$ 142,566	
11	\$ 1,908,527	\$ 660,980	\$ 190,379	\$ 2,773,271	\$ 58,420	\$ 160,739	\$ 1,099,353	\$ 145,418	
12	\$ 1,946,698	\$ 674,200	\$ 194,186	\$ 2,828,737	\$ 59,588	\$ 163,954	\$ 1,121,340	\$ 148,326	
13	\$ 1,985,632	\$ 687,684	\$ 198,070	\$ 2,885,311	\$ 60,780	\$ 167,233	\$ 1,143,767	\$ 151,292	
14	\$ 2,025,345	\$ 701,438	\$ 202,031	\$ 2,943,018	\$ 61,995	\$ 170,578	\$ 1,166,642	\$ 154,318	
15	\$ 2,065,851	\$ 715,466	\$ 206,072	\$ 3,001,878	\$ 63,235	\$ 173,990	\$ 1,189,975	\$ 157,405	
16	\$ 2,107,168	\$ 729,776	\$ 210,194	\$ 3,061,916	\$ 64,500	\$ 177,469	\$ 1,213,775	\$ 160,553	
17	\$ 2,149,312	\$ 744,371	\$ 214,397	\$ 3,123,154	\$ 65,790	\$ 181,019	\$ 1,238,050	\$ 163,764	
18	\$ 2,192,298	\$ 759,259	\$ 218,685	\$ 3,185,617	\$ 67,106	\$ 184,839	\$ 1,262,811	\$ 167,039	
19	\$ 2,236,144	\$ 774,444	\$ 223,059	\$ 3,249,329	\$ 68,448	\$ 188,332	\$ 1,288,067	\$ 170,380	
20	\$ 2,280,867	\$ 789,933	\$ 227,520	\$ 3,314,316	\$ 69,817	\$ 192,099	\$ 1,313,829	\$ 173,788	
21	\$ 2,326,484	\$ 805,731	\$ 232,071	\$ 3,380,602	\$ 71,213	\$ 195,941	\$ 1,340,105	\$ 177,263	
22	\$ 2,373,014	\$ 821,846	\$ 236,712	\$ 3,448,214	\$ 72,638	\$ 199,859	\$ 1,366,908	\$ 180,809	
23	\$ 2,420,474	\$ 838,283	\$ 241,446	\$ 3,517,179	\$ 74,090	\$ 203,856	\$ 1,394,246	\$ 184,425	
24	\$ 2,468,884	\$ 855,049	\$ 246,275	\$ 3,587,522	\$ 75,572	\$ 207,934	\$ 1,422,131	\$ 188,113	
25	\$ 2,518,261	\$ 872,150	\$ 251,201	\$ 3,659,273	\$ 77,084	\$ 212,092	\$ 1,450,573	\$ 191,875	
Total 25-Year Revenues	\$ 50,148,468	\$ 17,367,923	\$ 5,002,393	\$ 72,870,482	\$ 1,535,036	\$ 4,223,590	\$ 109,336,736	\$ 3,820,994	\$ 201,032,971
State Controller's Estimate	\$ 75,221,843	\$ 82,704,313	\$ 3,994,756	\$ 95,303,074	\$ 1,040,391	\$ 25,659,622	\$ 201,301,934	\$ 58,039,980	\$ 655,983,334
Difference	\$ (25,073,375)	\$ (65,336,390)	\$ (3,992,363)	\$ (22,432,592)	\$ (494,644)	\$ (21,336,032)	\$ (91,965,098)	\$ (52,218,986)	\$ (454,950,363)

DRAFT

Non-Pavement

(Based on Average \$ per year)

	County	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo	
1	\$ 522,943	\$ 52,878	\$ 88,133	\$ 2,158,329	\$ 59,108	\$ -	\$ 153,893	\$ 284,262	
2	\$ 533,401	\$ 53,935	\$ 89,896	\$ 2,201,496	\$ 60,290	\$ -	\$ 156,971	\$ 289,948	
3	\$ 544,069	\$ 55,014	\$ 91,694	\$ 2,245,525	\$ 61,496	\$ -	\$ 160,111	\$ 295,747	
4	\$ 554,951	\$ 56,114	\$ 93,528	\$ 2,290,436	\$ 62,726	\$ -	\$ 163,313	\$ 301,661	
5	\$ 566,050	\$ 57,237	\$ 95,398	\$ 2,336,245	\$ 63,980	\$ -	\$ 166,579	\$ 307,695	
6	\$ 577,371	\$ 58,382	\$ 97,306	\$ 2,382,970	\$ 65,260	\$ -	\$ 169,911	\$ 313,849	
7	\$ 588,918	\$ 59,549	\$ 99,252	\$ 2,430,629	\$ 66,565	\$ -	\$ 173,309	\$ 320,126	
8	\$ 600,697	\$ 60,740	\$ 101,237	\$ 2,479,242	\$ 67,896	\$ -	\$ 176,775	\$ 326,528	
9	\$ 612,711	\$ 61,955	\$ 103,262	\$ 2,528,826	\$ 69,254	\$ -	\$ 180,311	\$ 333,059	
10	\$ 624,965	\$ 63,194	\$ 105,327	\$ 2,579,403	\$ 70,639	\$ -	\$ 183,917	\$ 339,720	
11	\$ 637,464	\$ 64,458	\$ 107,434	\$ 2,630,991	\$ 72,052	\$ -	\$ 187,595	\$ 346,514	
12	\$ 650,213	\$ 65,747	\$ 109,582	\$ 2,683,811	\$ 73,493	\$ -	\$ 191,347	\$ 353,445	
13	\$ 663,218	\$ 67,062	\$ 111,774	\$ 2,737,283	\$ 74,963	\$ -	\$ 195,174	\$ 360,513	
14	\$ 676,482	\$ 68,403	\$ 114,010	\$ 2,792,029	\$ 76,462	\$ -	\$ 199,078	\$ 367,724	
15	\$ 690,012	\$ 69,771	\$ 116,290	\$ 2,847,869	\$ 77,992	\$ -	\$ 203,059	\$ 375,078	
16	\$ 703,812	\$ 71,167	\$ 118,616	\$ 2,904,827	\$ 79,551	\$ -	\$ 207,120	\$ 382,580	
17	\$ 717,888	\$ 72,590	\$ 120,988	\$ 2,962,923	\$ 81,142	\$ -	\$ 211,263	\$ 390,231	
18	\$ 732,246	\$ 74,042	\$ 123,408	\$ 3,022,182	\$ 82,765	\$ -	\$ 215,488	\$ 398,036	
19	\$ 746,891	\$ 75,523	\$ 125,876	\$ 3,082,625	\$ 84,421	\$ -	\$ 219,798	\$ 405,997	
20	\$ 761,829	\$ 77,033	\$ 128,393	\$ 3,144,278	\$ 86,109	\$ -	\$ 224,194	\$ 414,117	
21	\$ 777,065	\$ 78,574	\$ 130,961	\$ 3,207,163	\$ 87,831	\$ -	\$ 228,678	\$ 422,399	
22	\$ 792,606	\$ 80,145	\$ 133,580	\$ 3,271,307	\$ 89,588	\$ -	\$ 233,251	\$ 430,847	
23	\$ 808,459	\$ 81,748	\$ 136,252	\$ 3,336,733	\$ 91,380	\$ -	\$ 237,916	\$ 439,464	
24	\$ 824,628	\$ 83,383	\$ 138,977	\$ 3,403,467	\$ 93,207	\$ -	\$ 242,674	\$ 448,253	
25	\$ 841,120	\$ 85,051	\$ 141,757	\$ 3,471,537	\$ 95,071	\$ -	\$ 247,528	\$ 457,218	
TOTAL	\$ 16,750,008	\$ 1,893,686	\$ 2,822,929	\$ 69,131,923	\$ 1,893,244	\$ -	\$ 99,636,163	\$ 9,105,006	\$ 264,305,624
SCD	\$ 51,534,928	\$ 6,137,153	\$ 10,541,613	\$ 26,757,664	\$ 7,401,553	\$ 24,240,189	\$ 187,891,367	\$ 58,244,448	\$ 546,164,818
Differ	\$ (34,784,920)	\$ (4,243,467)	\$ (7,718,684)	\$ (18,625,742)	\$ (5,508,308)	\$ (24,240,189)	\$ (88,255,204)	\$ (49,139,437)	\$ (281,859,194)

NOTES
 * Based on jurisdiction budget submittals. Time span covers FYs 99/00 to 2008/2009. Some jurisdictions only provided data for a portion of that period. Data for years where information was provided were averaged.
 ** Based on trended data from the State Controller's office. Trends are based on historical data from 1980-1999. 25 years of trended data (2004 - 2028) was summed to obtain the total 25-year revenue estimates.

County Change
\$ 465,338,595
\$ 1,202,148,152
-61%

**Transit & Local Streets & Roads
Rehabilitation & Maintenance in the 2005 Regional Transportation Plan:
A Proposed Policy Statement**

Framing the Issue

On-going maintenance and rehabilitation of the facilities and equipment that comprises the transportation system represents one of the most important investments we can make in those systems. Investment to preserve capital facilities and equipment both reduces long-term maintenance costs and avoids, or minimizes, the need for replacement.

First, if systems are not well maintained, the cost of repair can go up dramatically once inadequate maintenance allows significant breakdowns occur. For example, for local streets and roads pavement, a 40 percent drop in quality typically occurs at 75 percent of its life. A \$1 investment (per relative unit of size) for renovation at that point can restore the pavement and its serviceable life. However, if restoration is delayed just a little longer before restorative work – when 87 percent of the useful life has passed – then it requires a \$5 investment (per unit) to restore it to top condition.¹ In addition, poor pavement conditions can impose significant costs on public and private vehicles that travel on them due to additional wear on suspension systems, tires, etc., and from reduced safety. Likewise, insufficient replacement and rehabilitation of rail and bus equipment result in additional operating costs associated with taking revenue vehicles out of service. In addition, transit properties experience a direct loss of fare revenues as a result of system failure, and indirectly, when public perceptions about system reliability persist. There are also external costs to private and public employers and to individuals when systems break down as a result of poor maintenance. Exponential deterioration, and corresponding steep increase in the cost to repair, is fairly typical of capital facilities, and a primary reason for emphasizing sound practices for rehabilitation and maintenance.

Second, the value of the existing system far exceeds our ability to replace it within any reasonable time frame. For example, the 1995 Transportation Consensus Project estimated the existing statewide investment in the State Highway system at \$300 billion in 1995, and the investment in local streets and roads at an additional \$300 billion. Rail and bus transit systems were estimated to represent an investment of \$30 billion.² The estimated cost to replace those systems would be multiples of the original investment levels.³

Recognizing the importance of maintenance and rehabilitation, state statutes specify “operation, maintenance and rehabilitation of the state highway system” as the number one priority for investment of State Highway Account funds, with safety improvements (other than adding lanes) as the next critical priority.⁴ (Of course, there clearly are instances where a critical safety improvement takes precedence over rehabilitation and maintenance of the existing system, which can also be expected for investments in the local transportation system as well.)

¹ Metropolitan Transportation Commission, “The Pothole Report: An Update on Bay Area Pavement Conditions,” (March 2000), p. 4.

² Californians for Better Transportation (CBT) and California’s Transportation Agencies, “Final Report of the Transportation Consensus Project,” (January 1995), p. 10. Several rail system projects have been completed since 1995 that would significantly increase the total investment figure for such systems. (See next footnote.)

³ For example, the original BART system cost approximately \$1.6 billion (72 miles); the Dublin/Pleasanton line approximately \$540 million (14 miles); West Pittsburg-Bay Point approximately \$500 million (8 miles); and San Francisco Airport extension approximately \$1.6 billion (10 miles): cumulatively \$4.24 billion in historical dollars. To replace that 104 mile system today would probably cost \$10 to \$15 billion.

⁴ Streets and Highways Code, Section 167 (a) (1) and (2).

Proposed Policy

Recognizing the critical importance of preserving and protecting the public's investment in the existing transportation system, the Metropolitan Transportation Commission hereby finds that one of the region's highest ~~priority~~ priorities for investment lies in sustaining a reasonable level of rehabilitation and maintenance of the facilities and capital equipment that comprise the existing system of local streets and roads and public transportation.

Investment of regional, state and federal funds to sustain the transportation system in a serviceable and safe condition is a discretionary action. Therefore, each local jurisdictions and transit operators are ~~required~~ expected to:

1. Prudently plan for maintenance and rehabilitation investments, with the goal of achieving low life-cycle costs for its facilities and equipment;
2. Recognize that ~~such regional, state and federal funds~~ cannot be used to replace local funding that would otherwise be committed by the owner/operator for maintenance and rehabilitation; and
3. Assume a consistent and on-going portion of the costs of preserving and protecting ~~their~~ its existing systems.

~~The Commission will define the general parameters for local responsibilities in its approved policies, subject to recognition that circumstances vary widely by individual jurisdiction and operator. Based on those policies, discretionary funding will only be committed by the Commission where jurisdictions and operators have managed maintenance and rehabilitation needs in a prudent and systematic manner.~~

Because the financial arrangements of local jurisdictions and transit operators are complex, and ultimate authority for assessing budgeting trade-offs is the responsibility of the local board, this policy is not intended to dictate specific investment decisions to local jurisdictions and transit agencies. While such agencies are held to a standard of prudent financial and operational management, that standard must simultaneously recognize the local prerogative to choose alternative investments in order to address safety problems or other critical needs.

Therefore, the Commission recognizes that each local jurisdiction or transit operator may utilize local funds for high priority needs when such funds would otherwise be presumed available for maintenance and rehabilitation of the existing system. In such instance, the Commission shall consider the agency to have made its decision as a budget choice, consciously foregoing the preservation of investment to preserve and protect the existing system. Therefore, such discretionary action shall be recognized by presuming that the funding was applied to reduce the agency's unmet maintenance and rehabilitation needs, with the result that the subject costs shall not be included as part of the regional needs inventory.

2005 RTP Regionally Funded Roads/Transit Investment Options	Comments/Implications
<p>1) Status Quo</p> <ul style="list-style-type: none"> • MTS street and road pavement only • All transit capital replacement –no Preventive Maintenance (PM) • Commission direction to evaluate operator financial responsibilities relative to shortfall 	<ul style="list-style-type: none"> • Funds 100% transit as supported by transit advocates • Maintains only about 5% of total local roads shortfall • Lets locals decide investment levels for road categories • Other important MTS road investment activities (non-pavement, bridge) may be left unfunded • “100% transit” shortfall investment does not accurately portray actual funding allocation priorities
<p>2) Include All Currently Defined Roads MTS Categories (pavement, non-pavement and bridge) as regional investment; Transit Score 12 and above only as the “regionally significant” portion of transit capital -- may or may not include PM-Major Components as regionally funded investment</p>	<ul style="list-style-type: none"> • Regional funds for all MTS regional activities • Narrows equity gap between roads/transit • Large portion of local roads not funded • More accurately portrays regional transit investment-responds to Commission directive to define/fund “regionally significant” transit element.
<p>3) Revised Definition of “Regional Funding Responsibility” for Roads (Non-pavement would be included as agreed upon percentage); Transit Score 12 and above only as the “regionally significant” portion of transit capital -- may or may not include PM-Major Components as regionally funded investment</p> <p>3(a) Expand MTS roads to be considered for regional funding as those with transit service at specified threshold and those on the regional bicycle system.</p> <p>3(b) Expand MTS roads to be considered for regional funding as all local arterials and collectors.</p>	<ul style="list-style-type: none"> • Same as Option #2, but expands road MTS definition thereby narrowing equity gap between roads/transit • Supports maintenance of other “regionally important” roads that serve regional bike network and major transit routes • Supports maintenance of more “locally important” roads

2005 RTP Regionally Funded Roads/Transit Investment Options	Comments/Implications
<p>4) Functional Investment Option: fund only equivalent priority categories across entire transit and local streets and roads inventories</p> <ul style="list-style-type: none"> • <u>Local Streets & Roads:</u> pavement/ pavement PM only: both MTS and non-MTS • <u>Transit:</u> Revenue Vehicles, Guideway, and other facility replacement and rehabilitation (score 16 and above, and PM-for Major Components) 	<ul style="list-style-type: none"> • Maintains equity • Controls need • Conceivably leaves little room for investing in non-rehabilitation for either mode. • Largely unfunds other transit rehabilitation categories formally covered under the 100% transit capital policy
<p>5) Percent Contribution Option</p> <ul style="list-style-type: none"> • Assess equity comparing dollar level of regional commitments to shortfalls, as opposed to what type of investment is pursued <ul style="list-style-type: none"> 5a) Assume some different percentage of total road need to bring \$ investment closer to 100% transit capital need, OR 5b) Make regional \$ commitment to equivalent %'s of transit and local streets and road shortfalls remaining after dedicated sources of rehabilitation funding is applied. 	<ul style="list-style-type: none"> • Maintains equity • Controls need • Largely unfunds other transit rehabilitation categories formally covered under the 100% transit capital policy



DATE: September 3, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Regional Transportation Plan (RTP) 2030 Update

Background:

Every two to three years, MTC prepares an update to the Regional Transportation Plan (RTP). Earlier this year, MTC released a schedule for the new RTP now being called Transportation 2030. As part of the planning process, MTC will be holding public workshops and has requested the Congestion Management Agencies to help facilitate the public participation process within their respective counties.

On June 14, 2003, a Transportation 2030 kick-off summit was held. Two STA Board members and staff participated.

Discussion:

A number of key issues have been already identified for the next RTP including local roads/transit shortfalls, corridor management, the expanded Transportation for Livable Communities (TLC)/Housing Incentives Program, transportation-land use-smart growth issues, goods movement, older Americans mobility, safety and security measures and air quality issues.

MTC has developed a schedule and public involvement strategy that sets forth suggested guidelines for congestion management agencies to use in seeking comment on local issues and proposed projects that will be submitted to MTC (Attachment A).

MTC has invited members of the public to propose new projects to the RTP for evaluation and screening. Projects that perform well will then be submitted to the congestion management agencies for consideration and possible inclusion in their Transportation 2030 project lists. Staff is recommending the STA hold a combined RTP/CTP public input meeting as part of the regular October 8 STA Board meeting.

On June 25, 2003, MTC Commission adopted goals, performance measure and criteria for Transportation 2030. These measures and criteria will be used to evaluate all new Track 1 projects proposed in the RTP. STA is planning to develop a preliminary list of potential new Track 1 projects for consideration at the next STA Board meeting in October.

Another major component of the RTP is the development of 25-year revenue projections to identify all potential federal, state, regional and local transportation funds expected over the next 25 years. Based on these assumptions, various regional, countywide and local

transportation projects are identified as either “Track 1” (fairly certain revenue source) or “Blueprint” projects (usually requiring a special ballot measure or a legislative action for funding to occur). These revenue projections for each county will be refined in by December 2003.

Fiscal impact:

None

Recommendation:

Informational

Attachments:

- A. MTC 2005 Regional Transportation Plan 2030 Process, Schedule, Issues and Public Involvement strategy



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Bay Area Transportation Interests

DATE: April 9, 2003

FR: Steve Kinsey, Chair

RE: Early Dialogue: 2005 Regional Transportation Plan

Background

As representatives from some of the major stakeholder organizations — and from MTC's partner agencies — that were involved in the last Regional Transportation Plan (RTP) update, you have been invited here today to begin a dialog on MTC's approach to the 2005 plan. Before we begin, however, it is important to review the last effort so that we can continue to improve our process and plan. Recommendations from an evaluation of the public involvement process for the 2001 plan included the need for MTC to:

1. Better integrate public outreach involving MTC and county congestion management agencies,
2. Begin the next RTP update process earlier, and
3. Seek consensus on criteria that will be used to select projects, programs and alternatives *before* the plan development process begins.

Key RTP Issues

A number of key issues from the 2001 RTP will require more attention this time around. These include:

- Transit/local street and roads shortfalls: There continues to be a debate on the appropriate level of regional financial commitment to these basic rehabilitation needs (i.e., establish a standard for what types of rehabilitation/replacement activities are regionally significant and therefore eligible for regional capital funding).
- Transportation for Livable Communities (TLC)/Housing Incentives Program (HIP): The 2001 RTP resulted in a tripling of the overall program and creation of a local program. The 2005 plan update will address follow-up issues, such as: funding levels between TLC and HIP, coordination between regional and local programs, and focus areas/criteria for regional and local programs.
- Lifeline Transportation Network: The 2001 RTP defined a preliminary lifeline transit system, and the Bay Area has received significant federal fund support for MTC's Low Income Flexible Transportation (LIFT) program. The Commission will need to address funding priorities and options to fill gaps in the lifeline transit network.

- **Smart Growth:** As a result of the recently concluded regional smart growth effort, the 2005 RTP will reflect the Association of Bay Area Governments alternative growth projections.
- **Performance Measures:** State law now requires MTC to adopt specific performance measures to assess new 2005 RTP Track 1 projects. A working group is already meeting to assist MTC with this task.

In addition to the points above, new issues have emerged that must be addressed as part of the 2005 RTP. These include:

- **Goods movement:** The 2001 RTP was not able to address the issue in detail due to limited time and lack of data on regional goods movement. A Regional Goods Movement Study, undertaken by MTC and other partner agencies, will allow goods movement needs to be addressed in a comprehensive and systematic manner.
- **Older Americans mobility:** MTC recently completed the Older Americans Study, which considers the implications of an aging population for transit, driving, bicycling and walking. The study makes numerous suggestions that will be considered in the 2005 RTP.
- **Safety and security measures:** This issue is likely to be prominently featured in the next federal transportation reauthorization legislation, particularly in setting investment strategies for airports, seaports and mass transit systems. In addition, pedestrian safety is a growing local concern.
- **Air quality plan update:** The region's 2001 Ozone Plan will be updated concurrently with the 2005 RTP. We will need to coordinate outreach efforts for the Ozone Plan update and the 2005 RTP update. In addition, the new ozone plan will establish a revised conformity budget for the 2005 RTP.
- **Energy:** While energy policy is set mainly at the national level, the RTP will examine how local and regional actions could affect energy use for transportation.
- **Bicycles:** The 2001 RTP established a regional bicycle network. Identifying regional and local funding levels and sources of revenue for this network is a challenge for the 2005 RTP update.
- **Other:** The list above represents the issue areas identified to date. This process and our overall public outreach effort is intended to bring forward other subjects as well.

I look forward to your early and continuing involvement in helping MTC to craft the best possible long-range transportation blueprint for our region. Attached are some materials to help guide our discussions.

**Proposed 2005 RTP
Public Involvement Strategy
Phase I**

Transportation RTP Summit

When: June 14, 2003
Sponsored by MTC with possibly a media co-sponsor
Purpose: to kick off overall development of 2005 RTP; to begin to frame policy discussions and initiatives that will be the focus of this RTP debate regarding amount of funds for regional needs compared to local needs in the RTP

Joint workshops to continue discussion on regional and local financial estimates

- MTC Commissioners
- Partnership Board
- Advisory Council/MTC advisory committees

When: Sept., Oct., Nov. 2003

MTC holds additional meetings with various interest groups to further explore summit issues; ask them to participate at joint workshops

- CBOs (low income, minority)
- Bikes, Freight, Others

When: July, August, Sept. 2003

MTC conducts telephone poll
Sept. 2003

December 2003: MTC adopts financial estimates and projected distribution in the RTP

Phase II

Congestion Management Agencies seek comment on local issues and proposed projects

- Utilize existing meeting structures to seek out public comment
- Conduct public meetings per guidelines provided by MTC to get additional comment; subject to available funds, MTC may provide grants to CMAs to engage non-profit agencies and Title VI communities
- MTC to participate in meetings

When: Jan. 2004 thru May 2004; some counties may have started earlier

MTC conducts public involvement for regional issues

MTC continues dialogue as required on regional issues

When: Jan. 2004 thru May 2004

CMAs submit project lists to MTC in May 2004

No outreach activity from June 2004 through August 2004, while MTC completes technical analysis on proposed investment packages; considers and responds to all input

Phase III

Reconvene Partnership and stakeholders in Sept. 2004
Draft RTP released in Sept. 2004

- Use this forum to tie together everything that has happened since the Transportation Summit in mid-2003
- Explain/take comment on the 2003 RTP

MTC adopts RTP in Jan. 2005

Call Ellen Griffin, MTC Legislation and Public Affairs
510/464-7854, or e-mail: egriffin@mtc.ca.gov
with suggestions, comments

**Draft CMA Guidelines
2005 Regional Transportation Plan
Phase II Public Involvement Strategy**

The Metropolitan Transportation Commission (MTC) is committed to having the congestion management agencies as full partners in development of the *Regional Transportation Plan (RTP)*. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the RTP.

Below are guidelines for congestion management agencies to use in seeking comment on local issues and proposed projects that will be submitted to MTC for inclusion in the 2004 RTP.

Time frame: Jan. 2004 through May 2004

CONDUCT OPEN, INCLUSIVE AND ACCESSIBLE MEETINGS

1. Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas in your county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
2. Involve board members in the public meetings. Make every effort to encourage board member attendance and participation in the public meetings.
3. All meetings should be at a location that will encourage attendance by a wide range of interested citizens; the locations should be accessible by public transit. Some of the public meetings should be during non-business hours.
4. CMAs should consider getting on the agenda of regularly scheduled meetings of community-based organizations, or partnering with community based organizations to co-sponsor a meeting in targeted communities. If you are consulting a group whose primary language is not English, provide for translation services as appropriate.
5. Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take final action.
6. In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
7. Make a concerted effort to publicize your meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities. At a minimum, publicize the meetings using news releases widely distributed to large and small media outlets. Consider buying display ads in certain newspapers. Consider having community groups distribute flyers. Consider using the Internet to announce the meetings.

PROVIDE ALTERNATIVE WAYS TO COMMENT

8. Provide alternative ways for the public to offer comment, outside of attending public meetings.

Consider utilizing one or more of these options:

- a. Post on your Web site the information presented at the public meetings, and solicit feedback via the Web from those who are unable to attend meetings.
- b. Encourage local newspapers or other media outlets to devote news and editorial coverage of your meetings and process. Consider working in partnership with a newspaper to include a reader survey that can be mailed back to you.

EDUCATE THE PUBLIC USING PLAIN LANGUAGE

9. Provide clearly written materials for people not versed in transportation jargon. This material should include a discussion of what is in play in your county with respect to RTP project submittals, including any competing alternatives. MTC can provide materials that set the context for the RTP.

DOCUMENT PROCESS AND TRACK COMMENTS

10. Document how your agency consulted a range of stakeholders and interest groups, including individuals in low-income and minority communities, and then summarize the comments received. Also show how your agency used the comments to influence decisions; or, conversely, why your board members opted for a different outcome. Include this information with your candidate project submittals to MTC. The MTC Commission will review this documentation when it considers county recommendations for inclusion in the RTP.

OVERALL SCHEDULE

Overall Schedule		Focus on Project Evaluation
Summer 2003		<i>July</i> Notice for Project Evaluation Process for Transportation 2030
		<i>August</i> Summary of 2025 conditions Guidelines for providing cost estimates MTC tests measures
Fall 2003	MTC Public Workshops	<i>September</i> Project submittal form available
		<i>October 17</i> Deadline for project submittals to MTC
Winter 2003	MTC Public Workshops	<i>November</i> MTC and CMAs jointly screen projects MTC develops packages of projects for corridor benefits analysis. ¹ MTC conducts evaluation
	Final Revenue Projections Regional Investment Priorities & Funding County Investment Targets	
Winter 2004		MTC conducts evaluation
Spring 2004	County-Based Public Workshops MTC Public Workshops Local Investment Priorities Submitted by CMAs to MTC (May)	<i>February/March</i> Evaluation results complete and reviewed with project proposers
Summer 2004	MTC conducts technical analysis for Environmental Impact Report (EIR)	
Fall 2004	Draft Transportation 2030 Plan and Draft EIR	
	MTC Public Hearings	
Winter 2005	MTC Adoption (January 2005)	

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¹ These packages will be reviewed with the Joint P-TAC/Advisory Council Committee.



DATE: September 2, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano County's Comprehensive Transportation Plan and
Needs Assessments Update

Background:

On April 9, 2003, the STA Board adopted an ambitious "Strategic Planning Master Planning Schedule" that included preparation of an update of the Comprehensive Transportation Plan (CTP) over the next 9 months. The CTP update will include that all current needs, project descriptions and new recommendations for on-going STA studies, target dates, priorities and cost estimates. On July 9, 2003, the STA Board authorized the selection of Alta Transportation to assist in this update.

The consultants have already commenced work. This is an update on the recent CTP activities that have taken place or will soon begin. Attached is a recent progress report from Alta Transportation summarizing recent progress made on developing the 2004 CTP (Attachment A).

Discussion:

Needs Assessments

All member agencies have been requested to update their prior CTP Needs Assessments in the following categories (Attachment B):

- Regional and Countywide Projects
- Arterials and Local Roads
- Transit Systems
- Bike Routes and Pedestrian Paths
- Ridesharing and Park and Ride Lots
- TLC, Alternative Modes and Quality of Life Issues

The deadline to submit the updated Needs Assessment list to the STA has been extended to **October 15, 2003**. Each of these updated needs lists will be reviewed at the CTP committees during October and November and incorporated into the Draft CTP to be prepared during December 2003 – January 2004.

CTP/RTP City Council and Board of Supervisors Presentations

During September and October, STA staff will be making informational presentations on the CTP and MTC's Regional Transportation Plan 2030 to each of the City Councils and the Board of Supervisors. A schedule of these presentations is attached (Attachment C). Staff is

requesting that TAC and/or Consortium members attend the meeting in each of their respective communities.

CTP Subcommittee Schedule

Each of the STA CTP Subcommittees has met once this summer and reviewed and approved subcommittee schedules and work plans. The remaining scheduled meetings are as follows:

Transit Subcommittee:	September 29, 2003, 9:00 a.m. November 24, 2003, 9:00 a.m.
Arterials, Highways and Freeways:	October 1, 2003, 1:00 p.m. December 3, 2003, 1:00 p.m. (tent.)
Alternative Modes:	November 14, 2003, 1:30 or 3:30 p.m. December 5, 2003, 1:30 or 3:30 p.m.

Updated Cost Estimates and Shortfall Estimates

The May 2002 CTP list entitled “ Comprehensive Transportation Plan 2025 Funding Needs” is now being updated to reflect recent changes in total project costs, existing funding, and funding shortfalls through 2030 (Attachment D). New cost estimates from the I-80/680/780 Corridor Study, road maintenance needs, other major highway, arterial, transit and any new or revised TLC projects will be reflected in the new list expected to be initially reviewed at each of the next subcommittee meetings.

TLC Plan

On August 19, 2003, the Alternative Modes Subcommittee commenced the development of the new Transportation for Livable Communities (TLC) plan for the CTP. The Subcommittee requested all member agencies to submit new or revised candidate TLC projects by October 15th, 2003 – (Attachment E). These TLC candidate projects should also be listed on each of the cities/county new Needs Assessment list.

Countywide Bicycle Plan

On July 31, 2003, the Solano Bicycle Advisory Committee (BAC) kicked off the preparation of the updated Countywide Bicycle Plan, which is a component on the CTP. They have scheduled a special BAC meeting on September 11th and will be holding a meeting on October 2, 2003 at 6:30 p.m. to provide an opportunity for the public to provide input on the plan update.

Fiscal Impact:

None

Recommendation:

Informational

Attachment

- A Progress Report on developing the 2004 CTP
- B. 2000 Needs Assessments submitted by each of the STA Member Agencies
- C. RTP Presentations Schedule for City Councils and Board of Supervisors
- D. Comprehensive Transportation Plan 2025 Funding Needs
- E. Request for Transportation for Livable Communities (TLC) Projects

Solano Transportation Authority Comprehensive Transportation Plan Kick-off Meeting

MEETING NOTES

MEETING DATE: Wednesday, July 16, 2003
 TIME: 3:00 - 5:00 pm
 PLACE: Solano Transportation Authority Conference Room, One Harbor Center, Suite 130, Suisun City, CA 94585
 ATTENDING: Dan Christians, Robert Guerrero, Mike Duncan, Julie Pappa, Michael Jones, Josh Abrams

A kick-off meeting was held for the Solano Comprehensive Transportation Plan Update at the STA offices on Wednesday, July 16, 2003. The purpose of the meeting was to review the project scope, schedule, and objectives, and to collect available materials for the project.

Welcome/Introductions were held. Available materials were collected. The following items were discussed:

The CTP will plan to 2030, consistent with MTC and ABAG planning horizons. The Plan will be prepared in MS Word; mapping will be developed in Arc View GIS. The CTP will be comprised of the following elements: an Executive Summary, Transportation for Livable Communities Plan, Countywide Bicycle Transportation Plan, Arterials and Highways, Commuter Rail Implementation Plan/Intercity Transit Studies, and Standardized Strategic Planning Mapping.

Overview of CTP Components

Transportation for Livable Communities Plan

The TLC Plan is anticipated to change substantially more than the other elements in the update effort. The TLC Plan will be updated so that it can stand alone from the CTP for presentation to the MTC and others. It will also include new components such as policy and project criteria to better define the parameters of what constitutes a TLC project for the STA's member agencies as they develop projects for the STA's proposed TLC funding program.

Park and Ride information will be updated.

Working closely with the Alternative Modes Sub-Committee will be a critical to ensure the success of this effort. In addition existing illustrative drawings of proposed TLC projects, a photo archive will be developed to display built projects and the concept of the TLC environment.

The first Alternative Modes Sub-Committee meeting is scheduled for August 19, 2003.

Countywide Bicycle Transportation Plan Update

The Countywide Bicycle Transportation Plan Update is on a fast track. STA staff has provided comments on the existing plan for incorporation into the update. The major components to be updated include the Plan maps, projects, costs, design standards, and a comprehensive look at bicycle travel and facilities through the SR 12 / I-80 / 680 corridor.

The first BAC meeting where the project will be discussed is scheduled for Thursday, July 31, 2003. A bicycle user survey will be developed to gain insight into bicycle usage in Solano County. The survey will be distributed to BAC at the July 31 meeting. The BAC will be requested to fill out surveys themselves and distribute them through various avenues in their respective communities. The survey will also be posted on-line on the STA's web site. The BAC will also be requested to do simple field work in their communities to ascertain information on recently built bicycle projects and new local needs.

The BTP draft is targeted for release in late August. The October BAC meeting will be advertised as a public meeting and serve as a workshop where the Draft BTP will be presented.

Development and Analysis of New and Revised Projects for the 2005 RTP

This effort will be focused on the analysis of several ongoing transportation studies including the I-80 / 680 Corridor Study and the developing multi-modal traffic model. Information from these studies and others will be analyzed and synthesized to update the CTP text, maps, and costs.

Development and Update of Commuter Rail Implementation Plan/Intercity Transit Studies

This effort will be focused on the analysis of several ongoing transportation studies including three Commuter Rail Studies, the Senior and Disabled Transit Study, Caltrans and MTC Express Bus Studies, and the I-80, 680, 780 Corridor Study. Information from these studies will be analyzed and synthesized to update the CTP text, maps, and costs.

Standardized Strategic Planning Mapping

The project mapping will utilize the latest County Road Base and GIS data to standardize planning maps for all of the elements of the CTP. Mapping will be completed in Arc View GIS format and will be readily transferable to Arc Info.

Next Steps

Finish data collection including obtaining electronic map and CTP files from the previous CTP consultants.

BTP survey development, BAC assignments and preparation, and Plan edits.

Project mapping.

Railroad, transit, and arterials analysis.

Upcoming sub-committee meetings.

Benicia
Solano County Comprehensive Transportation Plan
2000 Needs Survey Results
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Improve I-80/I-680 interchange
- Construct Benicia Train Station
- Enhance ferry Services
- Provide more express buses
- Provide more rail
- Provide more ferries
- HOV system throughout entire county

Arterials and Local Roads

- Construct various overlay and reconstruction projects
- Enhance 1st St (provide streetscaping, repair and construction of new sidewalks)
- Widen and extend Industrial Way to 4 lanes
- Widen East Second from Industrial to Lake Herman Road
- Construct connector road for East Second/ Park Road
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Improve I-680/Lake Herman Road Interchange

Transit Systems

- Improve bus shelters
- Construct Transfer facilities
- Improve schedules
- More joint bus operations
- Increased Marketing
- Increase service and routes
- Construct Benicia Multi-Modal Rail Station
- Ferry Service (added in the Final CTP)

Bike Routes and Pedestrian Paths

- Construct signage and route striping
- Provide street furniture
- Construct bike/ pedestrian bridge on State Park Road (State Park Road Bike/Pedestrian Bridge)
- Construct Bike Path project on Park Road (Adams to Elm)
- Construct Benicia-Martinez Bridge bike path

Ridesharing and Park and Ride Lots

- Construct Park and Ride lots at (1) Columbus/ Rose Dr. area at I-780
- Lake Herman at I-680 area (near future train station)

TLC, Alternative Modes and Quality of Life Issues

- Create traffic calming measures
- Construct First St. Streetscaping
- Support County-wide transportation sales tax to supplement state/ federal funds

Dixon
Solano County Comprehensive Transportation Plan
2000 Needs Survey Results
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Improve the four Interstate 80 interchanges (West A St, Pitt School Rd, SR113, and Pedrick Rd)
- Construct railroad grade separation
- Widen I-80 (505 to Yolo Co.)
- Reroute truck traffic from SR113
- Expand hours of transit operations (Increase Operational Hours)
- Provide additional express bus routes
- Provide additional rail stations
- Construct intercity bike routes
- Improve maintenance of SR113 by Cal Trans (e.g. approval of new signals and overlay of roadway)
- Widen I-80 from Leisure Town Road to Kidwell Road
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR113 from H Street South to City Limit

Arterial and Local Roads

- Upgrade I-80/ West A Street interchange
- Upgrade I-80/Pitt School Road interchange
- Upgrade I-80/SR113 interchange
- Upgrade I-80/Pedrick Road interchange
- Construct Downtown/SR113 landscaping and street furniture

Transit Systems

- Eventual transition to fixed route system
- Provide more joint bus operations
- Increase rolling stock and personnel to keep up with demand
- Construct Railroad Station (Dixon Multi-modal Rail Station)

Bike Routes and Pedestrian Paths

- Construct county segments of Dixon-Davis & Dixon-Vacaville bike routes
- City Bikeway Plan

Ridesharing and Park and Ride Lots

- Construct Downtown multi-modal transportation center (Phase 1-Park and ride, Phase 2- Platform and shelter for Capitol Corridor rail service).

TLC, Alternative Modes and Quality of Life Issues:

- Streetscape Program phase 2 (link SR 113 & multi-modal)
- Partnering with Vacaville for electric vehicles-
- Development of General Plan policies for more transit, bike and pedestrian friendly communities
- YSAQMD needs to play leadership role and help small agencies identify opportunities to reduce emissions -
- CMAQ and YSAQMD grants should consider air quality benefits as part of the screening criteria-

Fairfield
Solano County Comprehensive Transportation Plan
2000 Needs Survey
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Construct I-80/I-680 Interchange
- Construct I-80 HOV lanes between I-680 and Cherry Glen Road (Phase 1)
- Construct remaining portions of I-80/ I-680 HOV lanes from I-680 to I-505 (Phase 2)
- Construct an I-80/ Greenvalley Road overcrossing
- Construct and I-80/ Suisun Valley Road overcrossing
- Provide Express buses
- Provide increased Capitol Corridor Train Service
- Relocate I-80 Truck Scales
- Improve Hwy 12 West from I-80 to Hwy 29
- Acquire Jamieson Canyon Railroad right of way (part of N. Bay Highway Corridor)
- Construct Auxiliary Lanes on I-80 from Travis Blvd to Air Base Parkway
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway

Arterials and Local Roads

- Interconnect traffic signals
- Provide City Gateways
- Improve Manual Campos from I-80 to Peabody Road (includes I-80/N. Texas St. Interchange)
- Construct 6 lanes on Air Base Pkwy at the intersections
- Construct SR12 and Mangels Blvd interchange
- Improve SR 12 and Pennsylvania Ave interchange
- Improve SR12 and Beck interchange
- Improve Interstate 680 and Red Top Road interchange
- Widen Dover Avenue at Air Base Pkwy
- Extend Walters Road to Peabody Road
- Widen E. Tabor from Dover Avenue to Walters Road
- Widen Union Avenue at the "Ditch"
- Improve N. Texas/ Travis Blvd intersection
- Widen Peabody Road from Air Base Pkwy to City Limit
- Widen Cement Hill Road from Clay Bank Road to Walters Road
- Widen Suisun Valley Road

Transit Systems

- Install Global Positioning System (GPS) for Commuters
- Provide ADA access at bus stops and other miscellaneous passenger facilities (i.e. passenger shelters).
- Expand local and express buses
- Provide change of mode facilities
- Construct Intermodal/Railroad Station
- Construct N. Texas Bus Transfer Facility

Bike Routes and Pedestrian Paths

- Extend Linear Park from Pennsylvania Avenue to Peabody Road
- McGary Road Bike Path
- Blossom/UPRR Pedestrian Grade Separation
- Jepson Parkway Bike Path
- Laurel & LedgeWood Creek Bike Paths
- Union Creek Pedestrian/Bike Path

Ridesharing and Park and Ride Lots

- Complete development of the Red Top Road Park-and-Ride lot at I-80
- Acquire and develop Park-and-Ride lot at I-680/Industrial Way
- I-680 Gold Hill Park-and-Ride Lot

TLC, Alternative Modes and Quality of Life Issues

- Provide more linkages to alternative modes of transit
- Provide additional pedestrian amenities in downtown area (i.e. West Texas St and Union Avenue)
- City Gateway Projects

Rio Vista
Solano County Comprehensive Transportation Plan
2000 Needs Survey
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Improve capacity and safety on Hwy 12 corridor
- Increase Hwy 12 bridge capacity
- Provide signals through town for additional safety for pedestrians and bikes

Arterials and Local Roads

- Construct Main St overlay
- Construct pedestrian crossing and bike lane on Hwy 12
- Construct Front St overlay
- Improve Church/Amerada Street
- Improve Druin Drive

Transit Systems

- Provide fixed bus routes to BART and Rail
- Construct ferry dock

Bike Routes and Pedestrian Paths

- Construct waterfront bikeways
- Provide signage for neighborhood streets and riverfront access
- General plan pedestrian/bicycle system
- SR 12 Pedestrian Underpass

Ridesharing and Park and Ride Lots

- Construct Park and Ride lots at Church and Hwy 12 or near downtown

TLC, Alternative Modes and Quality of Life Issues

- Enhance Main St, Riverfront, and construct streetscaping on Hwy 12
- Provide land use, design techniques that facilitate pedestrian and bike use
- Concentrate residential around activity centers rather than along corridors indiscriminately

TLC, Alternative Modes and Quality of Life Issues Cont.

- Develop design standards for transportation facilities that allow/ emphasize pedestrian access and ease of use, in equal priority to auto use.
- Prioritize projects by giving policy coordination high marks- e.g., land use and urban design issues, pedestrian friendly design, etc.

Solano County
Solano County Comprehensive Transportation Plan
2000 Needs Survey Results
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Complete the Jepson Parkway (Phase 1)
- Improve the I-80/ I-680 Interchange
- Improve SR12 from I-80 to SR29
- Improve SR12 from Suisun City to Rio Vista
- Widen I-80 from 6 to 8 lanes between Vacaville and Dixon
- Widen I-80 from the Contra Costa County Line to SR37
- Improve Cordelia Road
- Widen Peabody Rd from Markley Ln to Vacaville City Limit

Arterials and Local Roads

- Widen Vanden Road and Peabody Road to four lanes
- Improve Pleasants Valley Road from Cherry Glen Road to Vaca Valley Road
- Improve local roads to current standards

Transit Systems

- Subsidize taxi service for paratransit needs in the unincorporated area
- Provide TDA contributions to fixed routes based on benefits to users in the unincorporated area
- Support Solano Paratransit
- Support more joint transit operations
- Support additional transit marketing

Bike Routes and Pedestrian Paths

- Complete the Dixon-Davis Bikeway
- Construct the Class 2 bike routes identified in the Countywide Bike Plan, especially along Pleasants Valley Road and Putah Creek Road
- Sign and stripe Class 2 bike lanes once there is a viable segment
- Construct the Abernathy Road bike path connection to Fairfield's Linear Park
- Improve existing sidewalks and construct new sidewalks in the unincorporated area of Vallejo

Ridesharing and Park and Ride Lots

- Expand Park and Ride lots, particularly ones affecting the unincorporated Vallejo area
- Consider implementation of a Guaranteed Ride Home Program for County employees

TLC, Alternative Modes and Quality of Life Issues

- Provide landscaping along the County portion of the Jepson Parkway, along Green Valley Road and along the Green Valley path

- Old Cordelia Path and Landscaping

Suisun City
Solano County Comprehensive Transportation Plan
2000 Needs Survey Results
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Increasing capacity of Hwy 12
- Pedestrian Bridge for bike Path (Lawler Rd and Crescent)
- Extension Railroad Ave.
- East-West Arterial to Suisun
- Construct I-80, I-680, Hwy 12 interchange (Hwy12 to Napa)
- Construct Jepson Parkway Project

Arterials and Local Roads

- Provide additional capital funds for road maintenance
- Interconnect traffic signals
- Landscape Hwy 12
- Improve intersections at Hwy 12
- Extend Railroad Ave.
- Improve Cordelia Rd.
- Improve Peterson Rd.

Transit Systems

- Provide bus shelters
- Provide express bus from Lawler Ranch
- Improve and provide additional transit shelters
- Provide direct bus connections to rail station

Bike Routes and Pedestrian Paths

- Provide bike routes on Hwy 12, Cordelia, McCoy Creek, Walters Rd, and Peterson Rd
- Jepson Parkway Pedestrian/Bike Plan
- Blossom/UPPR Pedestrian Grade Separation
- Suisun Marsh Pedestrian/Bike Path

Ridesharing and Park and Ride Lots

- Landscaping and traffic circle to improve existing Park and Ride lot
- Expand Park and Ride spaces at Hwy 12 off ramp near Suisun Amtrak station (North and South side)
- Eastern Suisun City Park-and-Ride Lot

TLC, Alternative Modes and Quality of Life Issues

- Provide additional improvements to Main St.
- Provide additional improvements to Rail Station
- Provide express bus from Lawler ranch
- Improve and provide additional transit shelters

TLC, Alternative Modes and Quality of Life Issues Cont.

- Provide direct bus connections to rail station
- Provide electric chargers
- Promote live/work mixed use housing
- Union Pacific Railroad Sound Walls
- Kellogg Street Waterfront Improvements

Vacaville
Solano County Comprehensive Transportation Plan
2000 Needs Survey Results
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Construct California Drive Extension and overcrossing on I-80
- Construct I-505 Weave Correction
- Construct Nut Tree overcrossing
- Construct Cherry Glen interchange
- Construct Pena Adobe overcrossing
- Construct I-505/Vaca Valley interchange
- Provide commuter service to Sacramento
- Provide new regional highway network
- Construct H.O.V. Lanes on I-80
- Construct additional lanes on I-80
- Provide express bus and rail services
- Construct Leisure Town Road Overcrossing
- Improve I-505/ Vaca Valley Parkway Interchange
- Construct Jepson Parkway

Arterials and Local Roads

- Widen Browns Valley Road
- Widen and extend Allison Drive
- Widen and extend Vaca Valley Parkway
- Widen Elmira Road to 6 lanes
- Extend Orange Drive
- Landscape freeway interchanges
- Stripe Class II bike lanes
- Interconnect all traffic signals

Transit Systems

- Provide joint operations
- New transit yard (next to Corp. yard)
- Time transfer station (Allison and Nut Tree Parkway)
- Acquire additional transit vehicles and commuter buses (3 initially; 35-40)
- Improve security (surveillance cameras, etc.)
- Provide more bus routes

Bike Routes and Pedestrian Paths

- Construct bike route projects: Ulatis Creek, Centennial Park, and Alamo Creek
- Provide signage and route striping
- Provide landscaping

Ridesharing and Park and Ride Lots

- Construct Bella Vista Road/ Davis Street Park and Ride lot
- Construct Leisure Town road Park and Ride Lot

TLC, Alternative Modes and Quality of Life Issues

- Provide High Density housing and pedestrian improvements near transportation services (i.e. Downtown area along Creek Walk.)
- Continue to promote and provide opportunities for residents in Vacaville and Dixon to lease electric vehicles at a discounts with grant funding
- Install additional electric vehicle public charging infrastructure in an effort to support the city's Electric Vehicle Program and those electric vehicle "owners" travelling along the I-80 corridor.
- Replace city fleet vehicles, where appropriate, with compressed natural gas (CNG) vehicles or electric vehicles
- Davis Streetscape Project

Vallejo
Solano County Comprehensive Transportation Plan
2000 Needs Survey Results
(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Mare Island/ Route 37 Interchange Modifications –considering base closure- (Phase I and Phase II) and Mare Island internal street system.
- Construct I-80 interchanges and safety improvements between Carquinez Bridge and Route 37 including the I-80/ I-780
- Complete Hwy 37 through North Vallejo
- Construct HOV lane on new Carquinez Bridge
- Construct HOV approach to new bridge
- Construct HOV lane on I-80 (between I-680 and I-505)
- Construct HOV lane on I-80 (between Hwy 12 and I-505)
- Improve landscape along I-80, Route 37 and Route 29
- Construct safety improvements through Vallejo, including interchange and ramp realignments and other related upgrades

Arterials and Local Roads

- Construct Turner Parkway/ I-80 Overcrossing
- Widen Columbus Parkway to a 4-lane divided roadway between Benicia Road and State Route 37 as a bypass for the I-80/I-780 interchange
- Improve Pavement Maintenance throughout the City
- Complete Hwy 37 through North Vallejo
- Set aside funding for pavement overlays and other ongoing roadway maintenance

Transit Systems

- Fund transit capital projects identified in Vallejo' SRTP
- Set aside annual funding for transit operating needs as identified in SRTP
- Expand park and ride facilities
- Provide structured parking at Vallejo Ferry Terminal
- Upgrade/expansion of transit maintenance facilities.
- Add new ferries (3 and 4)
- Expand regional and local bus services
- Expand paratransit with additional vehicles and regional plan assistance
- Construct intermodal center at ferry terminal
- Provide critical infrastructure to support increased capacity include a multi-modal transit center at ferry terminal
- Improve maintenance facilities at Mare Island
- Upgrade bus transfer centers at Sereno and York and Marin in downtown Vallejo or alternative to York and Marin
- Increase coordinated Baylink feeder and supplemental express bus service
- Provide Sunday and late night connections from local and regional bus and ferry services.
- Expand Capitol Corridor rail service
- Connect Napa Valley w/ Vallejo ferry terminal by rail system
- Jointly develop rail line between Vallejo and Fairfield

Bike Routes and Pedestrian Paths

- Bay Trail Completion
- I-80/Turner Overcrossing Bike Lanes
- Blue Rock Springs Pedestrian/Bike Path
- Bay Trail Completion
- I-80/Turner Overcrossing Bike Lanes
- Blue Rock Springs Pedestrian/ Bike Path
- Columbus Parkway Pedestrian/Bike Path
- I-780 Pedestrian/Bike Grade Separation
- Fairgrounds Drive Pedestrian/Bike Path
- Broadway Pedestrian/ Bike Path
- Mare Island Pedestrian & Bike Path
- Broadway Pedestrian/Bike Path
- Mare Island Pedestrian & Bike System

Ridesharing and Park and Ride Lots

- Expand Curtola Park and Ride facility
- Add new Park and Ride at the Sereno Transit Center
- Construct Multi-Modal Park and Ride structure at the Vallejo Ferry Terminal
- Upgrade/expansion of transit maintenance facilities

TLC, Alternative Modes and Quality of Life Issues

- Detailed planning and design work for transit oriented development around the Ferry Terminal
- Investigate potential water taxi stops at Mare Island
- Downtown Traffic Calming

CTP/RTP Presentations City Councils and Board of Supervisors

Suisun City Council

September 2, 2003 – 7:00 PM

Dixon City Council

September 9, 2003 – 7:00 PM

Solano County

September 9, 2003 – 9:00 AM

City of Benicia

September 16, 2003 – 7:00 PM

City of Rio Vista

September 18, 2003 – 7:00 PM

City of Vallejo

September 23, 2003 – 7:00 PM

City of Fairfield

October 7, 2003 – 7:00 PM

City of Vacaville

October 14, 2003 – 7:00 PM

Comprehensive Transportation Plan 2025 Funding Needs
(All costs in millions of 2001 dollars)

PROJECT/PROGRAM	TOTAL COSTS	EXISTING FUNDING	TRACK 1 ¹ FUNDS	SHORT-FALL	TRACK 2 FUNDS	NET AFTER TRACK 2
TRANSIT ELEMENT						
Bus, Ferry & Paratransit Operating Shortfall	75.0	-	-	75.0	75.0	-
Vallejo Transit Capital Replacement	40.1	-	40.1	-	-	-
Intercity Transit Hubs	49.0	-	5.0	44.0	7.0	37.0
Intercity Bus Transit Plan (Phase 3)	177.0	-	-	177.0	-	177.0
I-80 Express Bus Capital Improvements	20.4	-	3.5	16.9	16.9	-
I-680 Express Bus Capital Improvements	4.1	-	2.1	2.0	2.0	-
Vallejo Ferry Terminal Improvements	93	14.6	10.4	68.0	5.0	63.0
Paratransit Capital Improvements	14.0	-	-	14.0	-	14.0
Paratransit Service Expansion	40.0	-	-	40.0	-	40.0
Subtotal	747.6	14.6	71.1	661.9	125.5	536.4
ARTERIALS, HIGHWAYS & FREEWAYS ELEMENT						
I-80/I-680/SR 12 Interchange	740.0	38.0	135.0	567.0	227.0	340.0
Jepson Parkway Project	141.0	52.5	43.0	45.5	-	45.5
SR 12 (Jameson Canyon) ²	62.4	4.2	58.2	-	-	-
I-80 Widening (Vacaville to Dixon)	60.0	8.0	12.5	39.5	22.5	17.0
I-80 Corridor Improvements (Segments 4,6, & 7) ³	150.0	-	-	150.0	-	150.0
Local Interchange Improvements	350.0	-	10.0	340.0	290.0	50.0
STP Planning Funds for County	3.2	-	3.2	-	-	-
Widen SR 37 to 4 lanes with mitigation	154.5	-	-	154.5	154.5	-
SR 12 Improvements (I-80 to Sac. River)	109.0	-	-	109.0	109.0	-
SR 113 (I-80 to SR12) ³	50.0	-	-	50.0	-	50.0
I-80 HOV Lanes (I-680 to I-505)	150.0	-	52.4	97.6	97.6	-
I-80 and/or I-680 HOV Lane Projects ³	100.0	-	-	100.0	100.0	-
Road Maintenance (all local roads)	554.2	-	165.5	388.7	-	388.7
SR 12 Safety Project (I-80 to Sac. River)	34.0	32.0	2.0	-	-	-
Safety Projects	28.0	-	3.0	25.0	25.0	-
Local Arterial Improvements	339.41	29.55	-	309.86	-	309.86
Subtotal	3025.71	164.25	484.8	2376.66	1025.6	1351.06
ALTERNATIVE MODES ELEMENT						
Bicycle/Pedestrian Improvements	53.0	-	5.0	48.0	33.0	15.0
Trail Improvements	9.2	-	-	9.2	-	9.2
Park-and-Ride Lots	28.0	-	3.0	25.0	25.0	-
Ridesharing Program	16.1	-	-	16.1	-	16.1
County TLC/Enhancement Program	100.0	-	9.7	90.3	6.4	90.3
Subtotal	206.3	-	17.7	188.6	58.0	130.6
Prop. 42 Capital Funds (RTIP)	-	-	148.0	<148.0>	-	<148.0>
TOTAL	3,979.61	178.85	721.16	3079.16	1209.1	1870.06

¹ Track 1 funds come from federal, state, and local programs that are currently available. Track 1 funds include revenues from Proposition 42 passed in March 2002. Track 2 funds would come from new revenue sources such as a local sales tax and increased funding through new programs.

² The total cost noted for the Route 12 (Jameson Canyon) Project is for the portion within Solano County only, and does not include the portion in Napa County.

³ Preliminary estimate pending completion of Major Investment Studies.

Memorandum

Date: August 15, 2003
To: STA Member Agencies
From: Dan Christians, Deputy Director for Planning

**Re: STA Comprehensive Transportation Plan Data Request
Transportation for Livable Communities (TLC) Projects**

The STA recently kicked off an update of the Solano Comprehensive Transportation Plan (CTP). The purpose of the CTP is to help guide the County's transportation future and assist its member agencies in obtaining state and federal monies to implement the transportation projects contained in the Plan. The Update will help the STA to identify transportation needs among various modes, set long-term priorities, and monitor changes to the level of service for each of the modes. The planning process will evaluate arterials, highways and freeways; transit (bus, ferry, rail); bike routes; ridesharing, and a variety of other transportation options.

We are currently focusing on updating the Transportation for Livable Communities Element. The STA's Alternative Modes subcommittee will be meeting over the next few months to refine the goals and policies for the Alternative Modes Element and too further define the guidelines and policies of the STA's envisioned TLC set aside program which will be designed to assist our member agencies in the development of candidate projects that fall under the TLC category. Candidate projects include but are not limited to town center revitalization, public transit hubs, enhancements along key streets, projects that focus on bicycle and pedestrian transportation, and the like, to help foster community vitality.

We are now asking that you provide us information on up to three candidate projects that you would like to have us include in the Plan. TLC projects that are included in the Comprehensive Transportation Plan will be eligible for support from the STA as funds become available.

A short questionnaire is attached that includes the necessary information we are gathering on TLC candidate projects for the CTP Update. Please submit a separate questionnaire for each candidate project you would like to have included in the CTP's Alternative Modes Element. We request that you submit this information to us no later than October 15, 2003. Please contact me at 424-6075 if you have any questions.

Thank you.



Transportation for Livable Communities Candidate Project Survey

Agency Name: _____

Project Name: _____

Project Type: _____

Project Location: _____

Project Description (including history, goals, and need): _____

Project Cost Estimate: _____

Existing Funding: _____ Source(s): _____

Anticipated Project Schedule (key milestones): _____

Please attach project maps, illustrative drawings, or site plans in an electronic format (select drawings or plans may be scanned) so we may include them in the Comprehensive Transportation Plan Update.



DATE: September 3 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: CMP Consistency Review of Recently Submitted
Development Projects

Background:

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

Discussion:

The STA has recently received six new development projects that are currently being reviewed by the STA and its modeler (Ken Harms). These include the following:

Jurisdiction	Project	Location
Fairfield	Tooby	Claybank Road/ Air Base Parkway/Cement Hill Road
Rio Vista	Riverwalk Del Rio Hills	North of S.R. 12/ E. of Church Road South of S.R. 12/ E. of Church Road
Vacaville	Southtown	E. Nut Tree Road, E. of New Alamo Creek, W. of Union Pacific RR
Vacaville	Rice/McMurtry	No. of Vacaville/Browns Valley Road
Vallejo	Northgate	So. of Columbus Parkway/ East of Admiral Callahan Dr.,

STA is currently reviewing these projects and has made some evaluations on whether or not each of these projects are consistent with the land uses included in our current CMP traffic model (see Attachment A). STA will be sending letters to the jurisdictions of any of these projects that are deemed inconsistent with the CMP and may have some unanticipated impacts on the CMP network and the adopted countywide CMP level of service standards. In those cases, the sponsor will be required to pay for a special traffic modeling run to determine the actual impacts on the overall system.

There are five other large projects the STA is aware of and plans to continue to further monitor and evaluate for CMP consistency as new or additional information is received.

Jurisdiction	Project	Location
Dixon	Dixon Downs/office project	North Dixon area near I-80
Dixon	Southpark	Southeast Dixon area
Vacaville	Reuse of Nut Tree Property	No. of I-80 west of I-505
Vacaville	Lagoon Valley	South Vacaville area/ I-80
Vallejo	Reuse of Mare Island	South Vallejo

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

Fiscal Impact:

None

Recommendation:

Informational

Attachment

A. CMP Consistency Evaluation of Pending Development Projects – August 2003

CMP Consistency Review of Recently Submitted Development Projects - September 2003					
City	Project	Location	Description	Consistant w/ CMP	Not CMP Consistant
Fairfield	Tooby	No. Air Base Parkway	The countywide traffic model has 2,781 single-family, 1,038 multi-family and 309,600 sq.ft. of retail development. The project proposes to develop 1,343 single-family detached dwelling units, 1,000 multi-family units and 219,000 sq.ft. of retail.	X	
Rio Vista	Riverwalk	No. of S.R. 12, E, of Church Road	The countywide traffic model has 940 single-family, 200 multi-family and more than 100,000 sq. ft. of retail commercial. The project proposes 780 single-family units, 200 multi-family and 122,500 sq. ft. of retail commercial. The project is consistent with the traffic model with the exception of 22,500 sq. feet of additional retail (assuming a .25 Floor area ratio).	X	
Rio Vista	Del Rio Hills	So. of S.R. 12	The traffic model has more than 1,000 single-family, 350 multi-family and no retail development. The project proposes 1,290 single family, 410 multi-family, and 132,900 sq. ft. of retail.		X
Vacaville	Southtown	E. of Nut Tree Rd., S. of New Alamo Creek, W. of UPRR, along both sides of Leisure Town Rd. (Jepson Parkway)	The countywide traffic model has 1,331 single-family dwellings and no retail or self storage. The project proposes 1,590 single-family, 30,000 sq. ft. of retail and 6.8 acres of self storage.		X
Vacaville	Rice/McMurty	No. side Vacaville C/L W. of Browns Valley	The countywide traffic model has 491 single-family dwellings only. The project proposes 300 detached single-family dwelling units.	X	
Vallejo	Northgate	So. of Columbus Parkway, E. of Admiral Calahan	The countywide traffic model has 6,425,100 sq. ft. of industrial/warehouse only. The project proposes 53.9 acres commercial, 25.5 acres of low-density residential, 11.8 acres of neighborhood shopping and 17.5 acres of mixed-use.		X



DATE: September 2, 2003
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Transit Route 30 Update

Background:

Transit Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route travels through and is funded by multiple local jurisdictions. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Needs issue. At this time, ridership data is available for five months and it is a good time to preliminarily assess how Route 30 is performing and identify issues that have arisen as a result of this new service.

Discussion:

Route 30's performance quickly improved with the new service. Ridership has increased and the farebox recovery rate is improving. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. With the advent of the new service in March, there was an increase of 28% in ridership for a daily average of 64 for the first month. In July, the average daily ridership stayed strong and measured at 82 passengers/day. July's farebox recovery rate increased to 16%. Based on this initial review, Route 30 is heading in the right direction and should continue to improve (see attached Monthly Ridership Table).

The equipment that operated on Route 30 had limited seating (less than 40) and was designed for local service. As of Monday, August 18, new MCI buses began running on Route 30 which vastly improved the quality of the ride and increased capacity with seating for over 50 individuals. Marketing of Rt. 30 has been limited in anticipation of the arrival of the new equipment with its increased capacity, improved reliability, and amenities. STA staff will be working with Fairfield/Suisun Transit to market this route.

Other issues that have come up and have been resolved or are to be addressed include:

- Pass sales outlets particularly after hours and adding one in Sacramento by coordinating with RT and using their downtown Mall ticket outlet.
- The ability to use TransitChek (an employer commute incentive voucher program) to purchase Rt. 30 passes.
- Sacramento employer sales of Rt. 30 passes to incorporate employer transit incentives.
- Outreach to and coordination with Sacramento employers.
- Communication with and feedback from Rt. 30 riders.
- Major street operations disruption in downtown Sacramento.

- Tracking activity and performance.
- Reliability of service and equipment particularly for UC Davis riders.
- Marketing in Dixon, Vacaville, Fairfield, Suisun City.
- Marketing of the route with the new equipment.

Operating a new service into a new service area has brought its challenges and rewards. Route 30's performance is improving. STA and Fairfield/Suisun Transit staff along with Vacaville and Dixon city staff will continue to work together to resolve outstanding and upcoming issues to maximize the route's potential.

Recommendation:

Information

Attachment

A. Monthly Ridership Table

Route 30 Monthly Ridership

Month	2001 (1)	2002 (1)	2003 (1)	Average	2003 (2)	Comments
January	1010	1182	1031	1074		
February	878	1138	981	999		
March	956	1489		1223	1353	03/03 New Service to Sacramento
April	1008	1321		1165	1689	04/03 Dixon utility bill insert
May	1128	1482		1305	1691	
June	974	1107		1041	1454	
July	1156	1235		1196	1804	
August	1292	1242		1267		08/03 MCI buses begin on Rt. 30
September	1269	1365		1317		
October	1548	1406		1477		
November	1249	1109		1179		
December	1207	1285		1246		
Monthly Avg	1140	1280	1006	1207	1598	

(1) Service terminates at UC Davis

(2) Service extended to Sacramento



DATE: September 2, 2003
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Solano Napa Commuter Information Program FY02/03 Year End Report

Background:

The STA's Solano Napa Commuter Information (SNCI) program is funded through a variety of contracts and grants. The combined requirements of these contracts and grants along with local direction and conditions drive SNCI's workload. In FY02/03, the SNCI program went through several changes and made significant progress on its STA Board adopted Work Program.

Discussion:

In the past fiscal year, the SNCI program was affected by the Bay Area regional change in ridematching software as well as the introduction of MTC's 511 Travel Information telephone service. In August, the change in ridematching software allowed the public to process their own carpool/vanpool matchlists on-line. This was newly modified software designed for the Bay Area that SNCI staff had to learn as new modifications were made while adjusting processes to produce matchlists and complete follow-up service for the commuting public.

In December, MTC's 511 was implemented. Prior to that date, staff worked with MTC and other agencies who provide customer service to 511 to establish the necessary telephone lines and procedures for regional consistency. Since 511 was implemented in December, the SNCI program has received over 650 calls on these lines.

The SNCI program still maintains the 800-53-KMUTE phone number. Through the fiscal year, this number continued to be posted along freeways as well as in a number of longstanding publications such as telephone directories. In total, staff responded to over 4700 information requests from the public via telephone in FY2002-2003. Several hundred public inquiries were received via internet.

Other highlights of the FY2002/03 include:

- Processing over 1200 carpool/vanpool matchlists.
- Starting 14 new vanpools and support existing vanpools with over 800 assists.
- Implementing several new incentive programs: carpool, vanpool, and transit.
- Designing additional incentive programs: bicycle and guaranteed ride home.
- Completely updating and printing of the Solano Napa Commuter Information Guide.
- Increasing the number of commuter information displays to over 50.
- Distributing over 59,000 pieces of commuter materials (bus/ferry/train schedules, Solanolinks, bike maps, etc.)

- Staffing of a commuter information booth at over 67 public events.
- Partnering with the County of Solano and City of Rio Vista to secure an MTC Low Income Flexible Transportation (LIFT) grant to form vanpools from Rio Vista to Fairfield.

Attached is a more complete summary of SNCI's accomplishments for FY02/03.

Recommendation:
Information

Attachment

A. Year End Report

SOLANO NAPA COMMUTER INFORMATION
Year End Report
FY02/03

<p>CUSTOMER SERVICE</p>	<ul style="list-style-type: none"> ◆ Responded to nearly 5000 information calls and internet requests. ◆ Completed over 1200 customer placements calls. ◆ Processed over 1200 matchlists. ◆ In August 2002, began using new regional on-line ridematching software. Adjusted operations to new system and provided feedback on software strengths and weaknesses. ◆ In December 2002, began providing customer service to 5 elements of MTC's regional 511 Travel Information telephone service. Handled over 650 511 calls. Previous to this, installed 4 new telephone lines, worked with MTC to create answering scripts, participated in testing of the system and provided feedback on service features and operational issues. ◆ Was a resource to a number of organizations in updating transportation information including in and out of county telephone directories.
<p>VANPOOL SERVICES</p>	<ul style="list-style-type: none"> ◆ Started 14 new vanpools. ◆ Supported existing vanpools by completing over 800 vanpool assists. ◆ Updated vanpool start-up kit and distributed throughout the year.
<p>MARKETING</p>	<p><u>Incentives</u></p> <ul style="list-style-type: none"> ▪ Produced, printed, distributed Take the Plunge overall incentive brochure. Placed on website. ▪ Designed and implemented vanpool start-up incentive. ▪ Designed and implemented vanpool back-up driver incentive. ▪ Designed and implemented two direct mail carpool incentive program. ▪ Designed and implemented transit incentive program. ▪ Designed and developed interest list for bicycle incentive program. <p><u>Materials</u></p> <ul style="list-style-type: none"> ▪ Updated SNCI program logo and introduced it in a variety of new materials for events, clients, etc. ▪ Commuter Guide: Updated look and content. Printed 20,000 copies for initial mass distribution to employers, real estate community, displays, events, and more.

- Commute Information displays significantly increased and system established to regularly update. By June 2003, over 50 information display locations established and systematically supplied. Became Capitol Corridor Suisun City station schedules display case suppliers.
- Distributed over 59,000 Solanolinks, bike maps, incentive brochures, bus, train, and ferry schedules and other commute information materials through events, displays, client requests and other means. This included providing materials to a variety of organizations: YSAQMD, SACOG, Caltrans, transit operators, Chambers of Commerce, Vallejo Convention and Visitors Bureau, Rio Vista Bicycle Club, Wheelworks (Davis), libraries, Solano/Napa Area Agency on Aging, and others.
- What's New in Biking: Updated
- What's New in Transit: Updated

Campaigns

California Bike to Work Day 2003: Planned and implemented in Solano and Napa County. The highest ever level of local participation with nearly 500 individuals. Strong sponsorship from Solano bicycle shops. Campaign included employer and general public outreach including radio and print advertising in Solano.

Events

- Provided support to Homeless Veterans Stand Down, City of Dixon Senior Center, Senior Resource Fair, Hacienda Business Park transportation fair (Pleasanton), Bank of America (Concord), South San Francisco event, downtown Sacramento event and others.
- Staffed information booths at 67 events including the STA Transpo Expo, STA's Partners in Planning conference, and a number of Farmers' Markets in Vacaville, Fairfield, Vallejo, and Benicia. Staffed booths at Dixon Lambtown Festival, Rio Vista Bass Derby, Vacaville Chamber Business Expo, Earth Day events, Solano Community College, Solano Business Expo, Correction Medical Facility-Vacaville, Career Day at Travis AFB, Fairfield Job Fair, UC Davis Air Quality & Transportation Fair, and more. Over 10,000 transit and other commuter information pieces distributed through events alone.

Employers

Provided promotional materials and follow up to hundreds of employers as part of major campaigns and on a more individual basis throughout the year including the County of Solano, NorthBay Medical, and GeoVera which relocated to Solano County.

	<p><u>Website Enhancements</u> Added Rt. 30, the new Commuter Guide, and the incentives' promoting Take the Plunge piece to STA's www.solanolinks.com website.</p> <p><u>Media</u></p> <ul style="list-style-type: none"> ▪ Responded to media questions. ▪ Placed ads and articles in various community publications including the Grapevine, Breeze, Dixon Round-up, Weekender Magazine and more. ▪ Placed ads in local newspapers. ▪ Ran radio ads as part of Bike to Work campaign.
<p>PROGRAM COORDINATION/ PARTNERSHIP</p>	<ul style="list-style-type: none"> ◆ Participated in MTC's Regional Rideshare Program performance audit committee and newly formed Rideshare TAC. ◆ Participated in statewide rideshare agencies' coordinating committee (TMTAC). ◆ Participated in Sacramento TDM Working Group.
<p>WELFARE TO WORK SERVICES</p>	<p>Revised grant application to secure LIFT funding for Rio Vista CalWORKS clients to vanpool to jobs and services in Fairfield. Coordinated with project partners County of Solano and City of Rio Vista to finalize funding contract and recruit participants.</p>
<p>OTHER</p>	<ul style="list-style-type: none"> ◆ Rt. 30 service restructured and extended to Sacramento. Involved with customer service and marketing of route. Worked with employers pre and post service change. ◆ Started process of Community Based Transportation Planning effort in Dixon in coordination with MTC. <p><u>Personnel</u></p> <ul style="list-style-type: none"> ▪ The above was accomplished with an SNCI staff of four. ▪ Hired two Commute Consultants in July 2003. ▪ Operated without a Program Manager/Analyst from February through end of fiscal year. ▪ Operated with temp from July 2002 thru May 2002. One Outreach Coordinator position downgraded to an administrative position and moved to Administration section; participated in joint recruitment for Administrative Assistant to support SNCI. Position filled mid-May 2003



DATE: September 2, 2003
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Special Events Update

Background:

Every year the STA plans various special events to highlight major accomplishments, ribbon cuttings and groundbreakings. Other events, such as Transpo Expo, are designed to provide information and public awareness of transportation plans, projects and services in Solano County.

Discussion:

During 2003-04, the STA is planning to participate and/or organize the following special events:

Suisun City Rail Station Park and Ride Lot Ribbon Cutting – September 17, 2003.

A ribbon-cutting event for the Suisun City Rail Station Park and Ride Lot expansion will be at 11:45 AM. Suisun City, Capitol Corridor, Caltrans and STA officials will speak at this event. STA staff is working With the City of Suisun City and Caltrans in coordinating the festivities. The public is invited.

Carquinez Bridge Ribbon Cutting – November 9, 2003 (tentative).

Several committees working on this event have made plans to include a street fair, fireworks and much more. The event will be an all day affair. STA staff is participating in the planning for this event.

Annual Awards Ceremony – November 12, 2003.

The STA will hold its 6th Annual Awards Ceremony on November 12th at the Suisun City Community Center. Many transportation agencies, committee members, businesses, volunteers and more will be honored. This year's event will have a new and exciting look and promises to be a lot of fun. Nominations for the awards were due August 27th.

Transpo Expo – 2004.

The Transpo Expo was an overwhelming success in September 2002 thanks to the efforts of members of the TAC and Consortium and Board. This event puts the spotlight on our member agencies and other transportation partners. A second event will be scheduled in May 2004 and held at the Westfield Shoppingtown Mall in Fairfield.

Recommendation:

Informational



DATE: September 2, 2003
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Update

Background:

In January 2003, the STA Board adopted its Legislative Platform for 2003 to provide policy guidance on transportation legislation and the STA's legislative activities. Each year STA staff monitors state and federal legislation that pertains directly to transportation and related issues.

Discussion:

An updated Legislative Matrix has been prepared for your information (see attachment A).

Legislative update:

AB 427 (Longville) – Support - Local Transportation Sales Tax: removal of 20-Year Limit
(This legislation was Chaptered on July 28, 2003)

SB 915 (Perata, Burton, and Torlakson) – No Position -San Francisco Bay Water Transit Authority

This legislation was amended to require the authority to dedicate at least one vessel to employ biodiesel fuel and would revise the process of negotiations between the authority and transit operators relative to implementation of water transit services and related ground transportation terminal access services.

(Assembly Third Reading)

SB 916 (Perata) – Support - Toll Bridge Revenues

Amended to add Solano Transportation Authority as a member of the steering committee on the development of the Bay Area Regional Rail Plan.

The bill was amended on the assembly floor deleting the High Speed Rail Plan to provide funding for the Altamont High Speed Rail. It is anticipated that there will be further amendments adding additional projects and money. It doesn't appear that there is a threat to the Solano County projects.

(Assembly Third Reading)

Recommendation:

Informational

Attachment A – 2003 Legislative Matrix

**Solano Transportation Authority
2003 Legislative Matrix
September 2003**

State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 98 (Koretz) Employment: meal periods and rest periods	This bill would provide that if the Industrial Welfare Commission adopts or amends an order that applies to an employee of a public agency who operates a commercial motor vehicle, it may exempt an employee covered by a valid collective bargaining agreement from provisions that relate to meal periods or periods rest periods.	ASM Concurrence	
AB 114 (Nakano – Principal Coauthor Wiggins) Vehicles: hybrid vehicles – use of high occupancy vehicle lanes	This bill would authorize a hybrid vehicle, as defined, to be operated upon an exclusive or preferential use lane, regardless of the number of occupants in the vehicle, unless specifically prohibited by a traffic control device.	ASM Referred to the Committee on Transportation	
AB 139 (Corbett) Transportation – needs assessment	This bill would declare the intent of the Legislature that a statewide transportation needs assessment be conducted every 5 years by the Department of Transportation.	ASM	
AB 427 (Longville) Local Transportation Sales Tax: Removal of 20-Year Limit	This bill would delete the 20-year limit on the duration of a local transportation sales tax under the general provisions and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters. <i>This bill would also make the ordinance operative on the first day of the first calendar quarter commencing more than 110 days after the adoption of the ordinance (Amended 5/13/03)</i>	Chaptered (7/28/03)	Support
AB 829 (Salinas) Regional Planning – San Francisco Bay Area	This bill would state findings and declarations of the Legislature concerning regional planning efforts in the San Francisco Bay area.	ASM	Watch
AB 1409 (Wolk) Vehicles: vehicle length limitation	This bill would authorize a public agency to operate a bus <i>on described federal highways</i> that exceeds the 45-foot length limitation if the excess length is caused by a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, and if its operation is on a route <i>routes</i> approved by a specified route review committee, as provided for in this bill. The bill would describe the manner in which a bicycle may be transported under this exclusion. Because a violation of these restrictions would be a crime, this bill would impose a state-mandated local program. <i>(Amended 6/19/03)</i>	ASM Concurrence	

AB 1717 (Committee on Transportation – Dutra, Chan, Chu, Liu, Longville, Nakano, Parra, Pavley, Salinas and Simitian) Transportation	This bill would eliminate certain reporting requirements that are now the responsibility of the Department of Transportation. The bill would also delete provisions governing the length of terms of the interagency agreement and would provide a 5- year renew terms applicable to the selection of an agency by the Capitol Corridor board to provide administrative staff. The bill would also revise the route descriptions for certain state highway segments that have been relinquished to local agencies.	ASM Concurrence	
ACA 7 (Dutra) Transportation: Sales and Use Tax	This bill would authorize a county, a city and county, <i>local transportation agency</i> , and a regional transportation agency, notwithstanding any other provision of the California Constitution, to impose an additional sales and use tax for a period of 20 to 30 years, as specified, at a rate of 0.5% exclusively for transportation purposes within the jurisdiction of the county, city and county, <i>local</i> or regional transportation agency if the additional tax is approved by 55% of the voters of the jurisdiction voting on the proposition to impose the tax. This measure would require the revenues derived from these taxes to be deposited in the Local Transportation Infrastructure Account, which would be created in the State Transportation Fund. The measure would require the State Board of Equalization to collect and administer the tax revenue. The measure would require moneys in the account that were collected in each county, city and county, <i>local</i> or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the county, city and county, <i>local</i> or regional transportation agency imposing the tax, and to be used for specified transportation purposes.	ASM Third Reading	Support
ACA 9 (Levine) Local governmental taxation: special taxes and general taxes: voter approval	This bill would change voter approval requirements to authorize a city, county or special district, but not a school entity under certain circumstances, to impose a special tax with the approval of a majority of its voters voting on the tax, and authorize a city or county to impose a general tax with the approval of 2/3 of the voters of the city or county voting on the tax.	ASM Third Reading	
SB 91 (Florez) Intercity Rails Service	This bill, effective January 1, 2004, would transfer all of the duties and responsibilities of the department relative to intercity rail passenger service to the High-Speed Rail Authority. The bill would also require the authority to conduct a review of all programmed intercity rail projects that have not received an allocation of state funds as of that date and to only proceed with the implementation of projects that are determined by the authority to be complementary to the planned high-speed rail service.	SEN Transportation (hearing postponed by committee)	Watch
SB 170 (Torlakson) San Francisco Bay Area Infrastructure Planning	This bill would state the intent of the Legislature that cities, counties, and regional agencies in the San Francisco Bay Area Begin a constructive dialog about regional infrastructure planning.	SEN Committee on Rules	Watch
SB 367 (Sher) Vehicles: maximum length: exceptions	This bill would delete the provision prohibit the specified folding the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transportation of bicycles attached to the rear of the bus.	SEN Committee on Transportation	Watch

		(hearing canceled by author)	
SB 541 (Torlakson) Motor vehicle fuel license taxes: use fuel taxes	This bill would require that the state's motor vehicle fuel tax be indexed for inflation beginning in January 2004 and in future years, as well as to capture changes in the Consumer Price Index since 1990. This bill would also raise the tax in the amount necessary to replace any suspended funding transfer to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund.	SEN Re-referred to Committee on Transportation	
SB 915 (Perata, Burton and Torlakson – Coauthors: Assembly Members La Suer, Mullin and Wiggins)	This bill would delete the requirement that the San Francisco Bay Area Water Transit Authority plan be statutorily approved prior to commencement of operation of the water transit system. The bill would also delete the requirement to fund the authority through the annual Budget Act and would require that the authority be funded from proposed increases in bridge tolls <i>as proposed by SB 916</i> . The bill would revise other provisions relating to safety of vessel operations and air quality standards of vessels operated by the authority <i>require the authority to dedicate at least one vessel to employ biodiesel fuel. The bill would revise the process for negotiations between the authority and transit operators relative to implementation of water transit services and related ground transportation terminal access services.</i> The bill would make the duties and responsibilities imposed by the bill contingent upon funding for those purposes being provided from increases in tolls on state-owned toll bridges in the Bay Area pursuant to the expenditure in SB 916. <i>(Amended 6/30/03)</i>	ASM Third Reading	
SB 916 (Perata) Principal Coauthor: Senator Torlakson, Coauthor: Senator Burton, Assembly Members Leno, Mullin and Wiggins) Toll bridge revenues	This bill would define the BATA as a separate entity governed by the same governing board as the MTC. The bill would make the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay Area, including <i>and would authorize it to perform these functions with respect to the seismic retrofit surcharge once those projects are completed and provision is made for payment of the bonds issued for those purposes.</i> The bill would require the City and County of San Francisco and specified counties in the San Francisco Bay Area to conduct a special election on a proposed increase of \$1 in the amount of the base toll rate charged on the state-owned toll bridges in that area, and would identify the purposes for which revenues from the toll increase would be used. The bill would specify that, except to meet its bond obligations, the toll schedule adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. The bill would require the BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters. By requiring this election, the bill would impose a state-mandated local program. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure on specified projects, it would make an appropriation. The bill additionally would make related changes and would repeal obsolete provisions relating to the operation of toll facilities. <i>The amended bill deletes reference to the High Speed Rail Plan that would incorporate the Altamont High Speed Rail Project. (Amended 8/18/03)</i>	ASM Third Reading	Support

<p>SCA 2 (Torlakson) Local government – transportation and smart growth</p>	<p>This bill would authorize a city, a county, a city and county, <i>a local transportation authority</i>, or a regional transportation agency, as defined, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning (25%). Amended February 20, 2003.</p>	<p>SEN To third reading</p>	<p>Watch</p>
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DATE: September 2, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
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.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
BAAQMD's Vehicle Incentives Program (VIP)	Karen Chi, BAAQMD, (415) 749-5121	September 16, 2003
Bicycle Transportation Account	Julian Carroll, Caltrans District 4, (510) 286-6485	December 1, 2003



FUNDING OPPORTUNITY:

BAAQMD's Vehicle Incentive Program (VIP)

Applications Due: September 16, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Bay Area Air Quality Management District's Vehicle Incentive 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 City, and Vallejo, the County of Solano, and school districts and universities in the Bay Area Air Basin.

Program Description: The VIP assists public agencies acquire low emission, alternative fuel vehicles. Funding for the VIP is provided by the District's Transportation Fund for Clean Air (TFCA). There are two separate opportunities: the basic VIP and the high mileage vehicle incentive program (HMOVIP). The HMOVIP provides incentives for vehicles that will be driven 60,000 miles per year or more.

Funding Available: A total of \$1 million was available for the programs: \$800,000 for the basic VIP and \$200,000 for the HMOVIP. Each application can have maximum request of \$100,000 for each grant program. Funding is available on a first-come-first-serve basis.

Eligible Projects: Vehicles must meet the following eligibility criteria:

- must have a gross vehicle weight of 10,000 lbs or less
- must be powered by an alternative fuel
- must be certified as ULEV, SULEV, or ZEV
- must be operated in the Bay Area at 75% of the miles driven

Program Contact Person: Karen Chi, BAAQMD, (415) 749-5121

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



FUNDING OPPORTUNITY:

Bicycle Transportation Account

Applications Due: December 1, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county but propose construction of a bicycle project.

Program Description: The program is intended to assist cities and counties fund bicycle projects.

Funding Available: Approximately \$7.2 million was available Statewide. Staff will update member agencies when actual amount becomes available. This program requires a 10% local match.

Eligible Projects: Eligible projects include: New Bikeways serving major transportation corridors, bicycle parking racks, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to improve safety and efficiency, elimination of hazardous conditions on existing bikeways, planning, and improvements and maintenance of bikeways.

Further Details: The BTA program guidelines are being revised and will slightly differ from last year's program guidelines. Interested agencies will be notified as more information becomes available.

Program Contact Person: Julian Carroll, Caltrans District 4, (510) 286-6485

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