



Solano Transportation Authority

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Suisun City, California 94585

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Members:

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

## MEETING NOTICE

**February 9, 2005**

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

**6:00 P.M. Regular Meeting**

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

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

### ITEM

### BOARD/STAFF PERSON

- |             |   |                 |
|-------------|---|-----------------|
| <b>I.</b>   | <b>CALL TO ORDER – CONFIRM QUORUM</b><br>(6:00 – 6:05 p.m.)   | Chair Courville |
| <b>II.</b>  | <b>PLEDGE OF ALLEGIANCE</b>   |                 |
| <b>III.</b> | <b>APPROVAL OF AGENDA</b>   |                 |
| <b>IV.</b>  | <b>OPPORTUNITY FOR PUBLIC COMMENT</b><br>(6:05- 6:10 p.m.)<br>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.<br><br>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. |                 |
| <b>V.</b>   | <b>EXECUTIVE DIRECTOR’S REPORT</b><br>(6:10-6:15 p.m.) – Pg 1   | Daryl K. Halls  |

STA Board Members:

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

Gil Vega	Steve Wilkins	Dan Smith	Harry Price	Ron Jones	Mike Segala	Pete Rey	John Vasquez
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**VI. COMMENTS FROM STAFF, CALTRANS AND MTC**  
(6:15-6:30 p.m.)

- A. Caltrans Report** Nicolas Endrawos
- B. MTC Report**
- C. STA Report**
  - 1. Federal Funding Legislative Report** Mike Miller
  - 2. Review of STA FY 2003-04 Annual Audit** Cory Biggs/  
Maze & Associates

**VII. CONSENT CALENDAR**

*Recommendation: Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)*  
(6:30-6:35 p.m.) – Pg. 11

- A. STA Board Minutes of January 12, 2005** Kim Cassidy  
*Recommendation:*  
*Approve minutes of January 12, 2005. - Pg. 13*
- B. Review TAC Minutes of the Special TAC Meeting of January 13, 2005** Johanna Masiclat  
*Recommendation:*  
*Receive and file. – Pg. 23*
- C. Review Draft TAC Minutes of January 26, 2005** Johanna Masiclat  
*Recommendation:*  
*Receive and file. – Pg. 27*
- D. Assessment of STA Personnel Process and System** Daryl Halls  
*Recommendation:*  
*Authorize the Executive Director to hire an independent firm to perform the following tasks for an amount not to exceed \$25,000:*
  - 1. Review and conduct an assessment of the STA's personnel functions, policies and procedures, and personnel system.*
  - 2. Conduct a salary and benefits comparison survey of the STA's current job classifications. -Pg. 35*
- E. STA's FY 2003-04 Annual Audit and Financial Reports** Mike Duncan  
*Recommendation:*  
*Accept the Annual Audit for FY 2003-04 for the Solano Transportation Authority. - Pg. 39*
- F. Rio Vista Transit Study** Elizabeth Richards  
*Recommendation:*  
*Approve the Rio Vista Transit Study contingent upon Rio Vista City Council approval. - Pg. 41*

- G. FY 2005-06 TFCA 40% Program Manager Guidelines and Call for Projects** Robert Guerrero
- Recommendation:  
*Approve the following:*
1. 2005-06 Solano TFCA 40% Program Manager Guidelines.
  2. Authorize the Executive Director to initiate a Call for Projects for the FY 2005-06 TFCA Program Manager funds. -Pg. 43
- H. Support for Office of Traffic Safety (OTS) Grant Applications** Jennifer Tongson
- Recommendation:  
*Authorize the Executive Director to provide letters of support for the FFY 2006 OTS applications for the following:*
- a) City of Fairfield
  - b) City of Rio Vista
  - c) City of Suisun City -Pg. 45
- I. Pedestrian Advisory Committee Member Appointment** Robert Guerrero
- Recommendation:  
*Appoint Allan H. Deal as a Member-At-Large to the Solano Pedestrian Advisory Committee for a three-year term. - Pg. 51*
- J. Solano County Projects in MTC's Regional T-2030 Plan** Dan Christians
- Recommendation:  
*Support the revised T-2030 Projects for Solano County as specified in Attachment A. - Pg. 55*
- K. Approval of Draft FY 2004-05 Disadvantaged Business Enterprise (DBE) Program** Jennifer Tongson
- Recommendation:  
*Approve the STA's Draft FY 2004-05 DBE Program. - Pg. 61*
- L. SolanoLinks Marketing** Dan Christians  
Elizabeth Richards
- Recommendation:  
*Approve the following:*
1. Reduce the amendment of the existing contract with MIG from a not exceed amount of \$84,000 to \$59,000.
  2. Allocate \$25,000 of SolanoLinks marketing funds to the City of Vallejo to market new RM 2 services. - Pg. 67

**M. Reprogramming FY 2005-06 State Transportation Improvement Program (STIP) Projects**

Mike Duncan

Recommendation:

*Approve reprogramming of Solano County FY 2005-06 STIP funds as specified in Attachment B. - Pg. 73*

**VIII. ACTION ITEMS – NON FINANCIAL**

**A. STA Board Retreat to Discuss Funding CTP and New Initiatives**

Daryl Halls

Recommendation:

*Approve the following:*

- 1. Schedule a special STA Board Retreat for Thursday, February 17, 2005, at 9:00 a.m. at the Travis Credit Union in Vacaville.*
- 2. The meeting agenda for the STA Board Retreat as specified in attachment B.*

*(6:35 – 6:45 p.m.) – Pg. 77*

**B. Release of Draft Arterials, Freeways and Highways Element and Draft Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030**

Dan Christians

Recommendation:

*Approve the following:*

- 1. Release of the Draft Arterials, Freeways and Highways Element of the Solano Comprehensive Transportation (CTP) 2030 for a 30-day public review and comment period.*
- 2. Release of the Draft Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day public review and comment period.*

*(6:45 – 6:50 p.m.) – Pg. 97*

**C. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)**

Dan Christians

Recommendation:

*Approve the new Solano Napa Travel Demand Model Phase 1 (Attachment A).*

*(6:50 – 6:55 p.m.) – Pg. 101*

**D. Legislative Update – February 2005**

Daryl Halls

Recommendation:

*Approve the following:*

- 1. Support for ACA 4.*
- 2. Support for ACA 7.*

*(6:55 – 7:00 p.m.) – Pg. 107*

- E. Programming Transportation Enhancement (TE) Projects for FY 2005-06** Mike Duncan  
Recommendation:  
*Approve the programming of Transportation Enhancement funding for FY 2005-06 for the projects and amounts specified in Attachment C.*  
 (7:00 – 7:05 p.m.) – Pg. 127
- F. Modify Membership of Alternative Modes and Transit Committees** Dan Christians  
Recommendations:  
 1. *Approve the revised membership of the Alternative Modes Committee as specified in Attachment A.*  
 2. *Appoint Michael Segala to the Transit Committee in place of the Alternative Modes Committee.*  
 (7:05 – 7:10 p.m.) – Pg. 133
- IX. INFORMATION ITEMS- (No Discussion Necessary)**
- A. State Budget Update – February 2005** Daryl Halls  
Informational – Pg. 139
- B. Overview of the STA’s Solano Congestion Management Program (CMP) and Related Plans, Studies, and Mitigation Measures** Dan Christians  
Informational – Pg. 140
- C. Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects** Dan Christians  
Informational – Pg. 151
- D. Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards  
Informational – Pg. 155
- E. FY 2004-05 Federal Appropriations** Mike Duncan  
Informational – Pg. 163
- F. FY 2004-05 STP/CMAQ Projects** Mike Duncan  
Informational – Pg. 169
- G. Potential Projects for Accelerated Project Delivery** Mike Duncan  
Informational – Pg. 173
- H. Regional Measure 2 (RM 2) Program Update** Mike Duncan  
Informational – Pg. 179
- I. Transportation Improvement Program (TIP) Update** Mike Duncan  
Informational – Pg. 185

- J. **Update of Small UZA Payback Plan**  
*Informational* – Pg. 191 Mike Duncan
- K. **Local Streets and Roads Update**  
*Informational* – Pg. 195 Mike Duncan
- L. **Union Avenue (Fairfield)/Main Street (Suisun City)**  
**Feasibility Study**  
*Informational* – Pg. 199 Mike Duncan
- M. **Solano Napa Commuter Information (SNCI)**  
**FY 2004-05 Six-Month Status Report**  
*Informational* – Pg. 201 Anna McLaughlin
- N. **Funding Opportunities**  
*Informational* – Pg. 207 Sam Shelton

**X. BOARD MEMBERS COMMENTS**

**XI. ADJOURNMENT**

**Adjourn to Thursday, February 17, 2005 STA Board Retreat at Travis Credit Union in Vacaville.**

The next regular meeting of the STA Board is scheduled for **Wednesday, March 9, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: February 1, 2005  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – February 2005

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

**STA Briefs State Legislature on Impacts of Proposed State Transportation**

**Funding Cuts \***

On February 7, 2005, members of the STA Board's Executive Committee are scheduled to travel to Sacramento to meet with the four State Legislators that represent Solano County. Staff has prepared a briefing booklet that highlights the STA's priority projects, legislative priorities and issues. A primary concern is the Governor's proposal to divert Proposition 42 funds to balance the State General Fund. This would result in a loss of \$1.3 billion in transportation funding statewide and over \$5 million from Solano County. A copy of the STA's 2005 Report to the State Legislature will be provided at the Board meeting.

**Funding Cost Increases for Bay Bridge Could Impact Solano County's Projects**

This week, the State Senate held a special hearing on the Bay Bridge and the estimated \$3.3 billion needed to complete the San Francisco-Oakland Bay Bridge and the rest of the Seismic Retrofit Program (specifically the Richmond-San Rafael Bridge). Currently, there is still an on-going debate between members of the Bay Area State Legislative leadership (specifically Senators Perata and Torlakson) and the Governor's Office and Caltrans over the specific bridge design alternative to be selected. Once this is resolved, the focus will shift to how to fund this additional \$3.3 billion in project and contingency costs. Potential revenues sources under discussion include: raising the bridge tolls by \$1, dedicating State Transportation Improvement Program (STIP) funds, and merging the existing \$3 dollars in tolls and then refinancing the debt to provide increased cash flow. Once an option for the bridge design is selected, state legislation will be needed if a new design is selected, to help expedite delivery of the project, or to merge the existing \$3 tolls.

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**Preparing for February 17<sup>th</sup> STA Board Retreat \***

Staff has prepared a draft agenda for the STA Board Retreat scheduled on February 17, 2005, 9:00 a.m., at the Travis Credit Union in Vacaville. This meeting is being planned with a workshop styled format so that the Board members and alternates can discuss several new initiatives, such as initiating the evaluations for a Regional Impact Fee and Transit Consolidation, and continuing the STA's efforts to: 1.) Obtain new local funding sources to address a projected \$3 billion transportation funding shortfall in Solano County, 2.) Continue to improve transportation and land use planning, 3.) To accelerate project delivery, and 4.) Set targeted priorities for limited transportation funds that will be available in the future.

**SR 37 Dedication Tentatively Scheduled for March 25th**

Caltrans has set the tentative date of Friday, March 25, 2005, for the ribbon-cutting event to commemorate the completion of the SR 37 widening project. This is the first of two dedication events being planned pursuant to the completion of the SR 37 widening (phase 2) and SR 37/SR 29 Interchange (phase 3). The interchange project is scheduled for completion in July of this year with the follow up dedication event to coincide with the completion of this phase and the entire project.

**STA Ready for Public Comment on First Two Elements of the CTP\***

Staff has completed drafts for the Arterials, Freeways and Highways Element and Transit Elements. Both of these elements have been reviewed by their respective Board Subcommittees and the STA TAC and are recommended for distribution for 30-day public review and comment. A majority of the members of the Alternative Modes Committee was just appointed by the STA Board in January and the committee has not had an opportunity to meet to review the Alternative Modes Element. Following review by the committee, this element will be agendaized for review and distribution by the STA Board. At the Board meeting, Jim Sperring, the recently appointed Chair for the Alternative Modes Committee, plans to propose expanding the representation and participation on this committee.

**STA Board to Allocate TE Funds \***

On this month's Board agenda is a funding allocation plan for \$1.6 million in Transportation Enhancement (TE) funds. Staff has delayed the allocation of several funding sources until after the STA Board Retreat of February 17, 2005, to provide the Board members with an opportunity to discuss setting overall funding priorities before allocating specific funding sources. Due to some obligation and programming deadlines associated with the first two years of TE funds (comprising the

Executive Director's Memo  
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\$1.6 million), the STA needs to program the \$1.6 million in TE in February. The allocation of future TE funds can occur after the Board sets specific funding priorities.

**STA Traffic Model Ready for Adoption \***

At the January Board meeting, Joe Story, the STA's modeling consultant, provided an informational presentation to the STA Board regarding the purpose and use of the new Solano Napa Traffic Model and how the model was developed. For the past eighteen months, STA staff and consultant have worked closely with staff from all eight-member agencies and Napa County to develop this new Traffic Model. The model was reviewed by the STA TAC on January 26, 2005, and they unanimously recommended its approval by the STA Board. Following adoption by the STA Board, staff and the consultant will then need to work with MTC and Caltrans to obtain their review and approval of the model.

**STA's Staff/Legal Counsel Update**

Last month, STA staff released a Request for Proposals (RFP) for STA/STIA Legal Counsel. Three qualified firms/individuals have responded to the RFP. On February 2, 2005, the STA Board's Executive Committee reviewed the RFPs and directed staff to schedule interviews with all three firms prior to the March 9<sup>th</sup> meeting of the STA Board. At this meeting, the Executive Committee will forward a recommendation to the STA Board for your consideration.

On January 24, 2005, Susan Furtado, the new Financial Analyst/Accountant, began her employment with the STA. She is scheduled to attend next week's Board meeting to be introduced to the Board Members. Her position reports to the Director for Projects, Mike Duncan.

The recruitment process to fill the vacant Marketing and Legislative Program Manager position was initiated in January and the deadline for applications is February 18, 2005. Staff plans to have this position filled sometime in March.

Attachments:

- A. STA Acronym's List
- B. State Legislative Update – Shaw/Yoder
- C. Federal Legislative Update – Ferguson Group



**Solano Transportation Authority**  
**Acronyms List**  
*Updated 1-4-05*

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

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



SHAW/YODER, inc.  
LEGISLATIVE ADVOCACY

February 1, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: **BUDGET AND LEGISLATIVE UPDATE**

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*Budget*

We reported to you last month on the major components of the Governor's proposed transportation expenditures for the 2005-06 budget year. However, those facts are worth repeating:

- **Suspend Proposition 42** - The Governor proposes suspending all of Proposition 42, estimated to be \$1.31 billion, leaving nothing for Traffic Congestion Relief Program projects, the State Transportation Improvement Program, local streets and roads or public transportation. He does offer to designate this suspension yet another loan from transportation funds, as opposed to a straight grab. It should be noted that this revenue would be in addition to other outstanding loans the state has taken the last several years, raising the overall total to more than \$3.4 billion. The Governor will introduce a repayment program and schedule (estimated to be over 15 years beginning in 2006-07), but is not specific on where those repayment funds would come from.

In addition to the repayment offering, the Governor will propose a Constitutional Amendment to prevent further taking of Proposition 42 funds out of transportation effective starting in 2007-08. Language of that initiative is not revealed in the budget document, but it is good news that the Governor is publicly supporting the constitutional preservation of transportation funds beyond the budget year.

- **Spillover Funds** – The Governor estimates that the Public Transportation Account is supposed to receive a bump of \$216 million in spillover funds in the budget year as a result of certain economic conditions in California. However, instead of allowing that revenue to flow to public transportation, he proposes to suspend that transfer and leave it in the General Fund.
- **High-Speed Rail Authority** – The Governor intends to increase the funding for the High Speed Rail Authority from the current \$1.8 million budget to \$3.9 million.

To highlight the Governor's long-term support for transportation, he has called upon the Business, Transportation and Housing Agency, and specifically the Department of Transportation to implement a concept and program called **GoCalifornia**.

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In the face of these disheartening proposals, a large coalition of transportation providers and interests have been meeting semi-regularly to elevate the profile of transportation in the upcoming budget negotiations and illustrate the point that transportation expenditures are not only critical to relieving congestion, but also important to the economy.

In December, this group held a press rally on the South steps of the State Capitol and received several prominently placed newspaper articles throughout the major media markets in California. This group continues to maintain contact, and will have another in-person meeting and strategy session on February 7, 2005, at the California Chamber of Commerce's conference room in Sacramento. We will be at that meeting, and report to you on the details and strategy developed by the broad coalition.

### *California Transportation Commission*

At its January meeting, the CTC approved the continued allocation of \$900 million for the 2004-05 budget year. This is good news as the CTC is not proposing any reduction of funding in the current year. However, the commissioners and staff were quick to point out that the economic condition of transportation accounts, especially considering the Governor's transportation funding proposals, will make for continued hardships in meeting all the requests for funding through the State Transportation Improvement Program, Traffic Congestion Relief Program and all other projects dependent on state revenues. For a fuller analysis by the CTC on the state of transportation in California, we commend to you the annual Commission report, recently released, that describes the current and projected future challenges facing transportation. That report (more than 150 pages) can be accessed via the Commission's website at [www.catc.ca.gov](http://www.catc.ca.gov).

### *Legislative Committee Assignments*

The Senate and Assembly have formally announced the committee assignments for 2005. In the Senate, President Pro Tempore Don Perata has consolidated the Senate Transportation Committee and the Senate Housing Committee into one large committee. Senator Tom Torlakson has been named Chair of that Committee, and Senator Mike Machado, part of the Solano Transportation Authority's legislative delegation, has been named as a member of that Committee. This is the first time in several years that the STA has had a Senator on the transportation committee. Senator Wes Chesbro, another member of the STA's delegation, is still Chair of the Senate Budget Committee.

The STA does not have a member of the Assembly Transportation Committee. However Assemblymember Lois Wolk has been named a member of the Assembly Budget Subcommittee Number 5, which oversees transportation finance, and will be at the forefront of reacting to the Governor's budget proposal, and instrumental in the development of a legislative alternative. We look forward to partnering with all of the STA's legislative delegation to maintain project delivery.

### *Legislation*

The Legislature's bill introduction deadline is February 18, 2005. To date there have been very few transportation proposals introduced. However, we expect this number to increase dramatically between now and the end of the month.

## *Bay Bridge*

While the Senate Transportation and Housing Committee has not yet held hearings to consider legislation thus far, they have had two hearings regarding the Bay Bridge. The Governor has formally announced his support for a skyway bridge, commonly referred to as a less complex structure than the one currently proposed, and hence cheaper to build and faster to deliver. However, numerous analyses, including some completed by Administration departments, appear to indicate that the original Single-Anchored Suspension (SAS) bridge design is actually a more practical choice given the amount of work and design that has been completed thus far.

The primary difference of opinion rests on whether the Bay Area will pay for the entire cost overruns on the Bay Bridge design and construction or whether the state should pay for some or all of it, given that the original estimates for the total costs of the bridge were prepared by Caltrans, a state entity.

The Legislature, and in particular Senate President Pro Tempore Don Perata, have continually expressed the opinion that the Bay Area should not be held financially responsible for the overruns associated with the bridge, while Administration officials, and many Southern California legislators, believe many of the overruns can be attributed to the type of bridge selected (SAS), which some Bay Area members expressed a preference for several years ago.

A potential compromise on the funding of the issue has been floated recently, and that centers on the issuance of a statewide bond that would cover the increased costs associated with the Bay Bridge, and also offer other transportation project funding opportunities. Should this occur, we will seek opportunities for inclusion of eligible STA projects.

It is worth noting that there is still no mention of diverting existing Bay Area resources to this project, and that includes any redirection of Regional Measure 2 funds. We will continue to monitor this item to ensure that the STA is not negatively impacted by whatever accord will eventually be crafted between the Governor and the Legislature.

### *Status of STA's February 7, 2005, Meet and Greet*

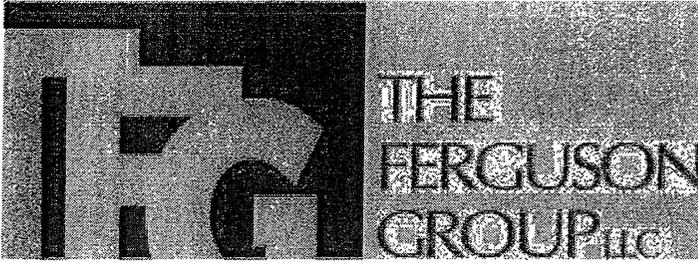
Shaw / Yoder, Inc. is coordinating the STA's meetings with its legislative delegation, scheduled for the afternoon of February 7, 2005. The tentative itinerary for those meetings follow:

Senator Wes Chesbro – TBD

Senator Mike Machado – 1:00 p.m. with staffer Anthony Bhe. Mr. Machado will stop by.

Assemblymember Noreen Evans – 2:15 p.m. with Ms. Evans.

Assemblymember Lois Wolk – 1:45 p.m. with COS Craig Reynolds. Ms. Wolk will stop by.



1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

February 1, 2005

Memorandum

To: Solano Transportation Authority Board of Directors  
From: Mike Miller  
Re: Federal Update – Transportation.

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1. **Transportation Reauthorization Status.** A new transportation reauthorization bill (“T3”) will be introduced in the House in the coming weeks. The bill is likely to authorize transportation funding for the next five or six years. Last year’s main obstacle to passage – agreement on the overall funding level for transportation programs and projects – remains unresolved.

The House deadline for Member project requests is February 7. The Ferguson Group has worked with STA staff and congressional staff and all necessary paperwork has been submitted to Rep. Tauscher, Rep. Miller, and Rep. Thompson for consideration in advance of all deadlines. The Senate deadline is February 14.

2. **Fiscal Year 2006 Appropriations.** The House will also begin considering Fiscal Year 2006 appropriations bills this spring. The House has not set its deadline for transportation requests but the deadline is likely to be in early or mid-March. Our delegation deadlines – House and Senate – are likely to come in mid-February. The Ferguson Group is working with STA staff to finalize our FY 2006 appropriations requests.

3. **Congressional Delegation & Staff Changes.**

Rep. Dan Lungren replaced Rep. Doug Ose who retired from Congress in 2004. Rep. Lungren’s transportation staffer is Rachel Wanner. In addition, there are several new key staff members covering transportation matters for our congressional delegation, including:

- Colton Campbell, replacing Mandy Kenney in Rep. Thompson’s office;
- Paul Kidwell, replacing John Fisher in Rep. Tauscher’s office; and
- Justin Hamilton, replacing Amelia Jenkins in Rep. Miller’s office.

4. **DC Lobbying Trip.** STA staff is working with The Ferguson Group to identify dates for our annual meetings with our delegation Members and congressional staff in Washington. We are currently considering the week of March 7 and the week of March 14.



**STA BOARD MEETING SCHEDULE  
(For The Calendar Year 2005)**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Feb. 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Feb. 15	2:00 p.m.	YSAQMD Screening Committee	STA Conference Room	X
Feb. 17	9:00 a.m. – 4:00 p.m.	STA Board Retreat	Travis Credit Union	X
Feb. 18	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Com. Center	X
Feb. 23	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Feb. 23	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Feb. 24	9:30 a.m. – 11:00 a.m.	Alternative Modes Committee	STA Conference Room	X
March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
March 18	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Com. Center	X
March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

**ATTACHMENT D**



DATE: February 2, 2005  
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 January 12, 2005
- B. Review TAC Minutes of the Special TAC Meeting of January 13, 2005
- C. Review Draft TAC Minutes of January 26, 2005
- D. Assessment of STA Personnel Process and System
- E. STA's FY 2003-04 Annual Audit and Financial Reports
- F. Rio Vista Transit Study
- G. FY 2005-06 of TFCA 40% Program Manager Guidelines and Call for Projects
- H. Support for Office of Traffic Safety (OTS) Grant Applications
  - I. Pedestrian Advisory Committee Member Appointment
  - J. Solano County Projects in MTC's Regional T-2030 Plan
- K. Approval of Draft FY 2005-06 Disadvantaged Business Enterprise (DBE) Program
- L. SolanoLinks Marketing
- M. Reprogramming FY 2005-06 State Transportation Improvement Program (STIP) Projects





**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes for Meeting of**  
**January 12, 2005**

**I. CALL TO ORDER**

Vice Chair Courville called the regular meeting to order at 6:03 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Mary Ann Courville (Vice Chair)	City of Dixon
	Steve Messina	City of Benicia
	Harry Price (Member Alternate)	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Jim Spering	City of Suisun City
	Len Augustine	City of Vacaville
	Pete Rey (Member Alternate)	City of Vallejo
	John Silva	County of Solano

<b>MEMBERS</b>	Karin MacMillan (Chair)	City of Fairfield
<b>ABSENT:</b>	Tony Intintoli	City of Vallejo

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	STA-Executive Director
	Melinda Stewart	STA-Assistant Legal Counsel
	Dan Christians	STA-Asst. Exec. Dir./Director of Planning
	Mike Duncan	STA-Director of Projects
	Elizabeth Richards	STA-SNCI Program Director
	Kim Cassidy	STA-Clerk of the Board
	Robert Guerrero	STA-Associate Planner
	Jennifer Tongson	STA-Projects Assistant
	Johanna Masiclat	Administrative Assistant
	Sam Shelton	Planning Assistant
	Trea Smith	Planning Intern

**ALSO  
PRESENT:**

Ron Jones  
Mike Segala  
Steve Wilkins  
Dan Schiada  
Gary Cullen  
Gian Aggarwal  
Mark Akaba  
Birgitta Corsello  
Erik Ridley  
  
Joe Story  
Paul Yoder

Member Alternate-City of Rio  
Vista  
Member Alternate-City of Suisun  
City  
Member Alternate-City of  
Vacaville  
City of Benicia  
City of Suisun City  
City of Vacaville  
City of Vallejo  
County of Solano  
Office of Congresswoman  
Tauscher  
DKS Associates  
Shaw/Yoder, Inc.

**III. APPROVAL OF AGENDA**

On a motion by Member Spring, and a second by Member Alternate Price, the STA Board approved amending the agenda to move Agenda Item XII to the first item of business and to add a supplemental report to Agenda Item XI.A 'STA Staff Analysis of the revisions to the 2005 STA Legislative Priorities and Platform requested by the City of Benicia'.

**XII. SELECTION OF 2005 STA CHAIR AND VICE CHAIR**

This item was moved at the request of Member Spring.

Recommendation:

Approve the following:

1. Select the STA Chair and Vice-Chair for 2005.
2. Request new Chair designate the Executive Committee for 2005.

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

Chair Courville designated Board Members Augustine, Intintoli, and Spring as members of the 2005 Executive Board.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Eddie Woodruff Joins STA Board
- Selection of New Chair and Vice-Chair for 2005

- Threat of Diversion of State Transportation Funds Overshadow State Legislative Year
- STA Continued to Make Progress in 2004
- Funding the CTP Continues with a Focus on Alternative Modes
- STA Traffic Model Prepares for Unveiling
- Planning the Future of SR 12 to be Priority in 2005
- STA Committee Appointments Scheduled for January 2005
- STA's Staff Updates

**VI. COMMENTS FROM STAFF, CALTRANS AND MTC**

**A. Caltrans Report:**

None Presented.

**B. MTC Report:**

Member Spering noted the following issues under discussion by the Commission, including:

1. Financing for the Bay Bridge.
2. TOD (Transit Oriented Development).
3. Meeting with the Planning Operations Committee (POC) at MTC and the CMA Directors to strengthen partnership between local jurisdictions and MTC.

**C. STA Report**

**1. Legislative Report**

Paul Yoder, Shaw/Yoder, Inc. provided a report on the proposed 2005-06 State Budget and the governor's recommendations to bring the budget into balance, without raising taxes. He discussed the Governor's proposed adjustment and initiatives to transportation including: suspension of Proposition 42, transportation revenues from Tribal Gaming, suspension of revenues from Spillover Funds and increased funding for the High-Speed Rail Authority.

Paul Yoder/  
Shaw Yoder

**2. Presentation of STA Highlights for 2004**

Daryl Halls provided a presentation highlighting STA's accomplishments during the year 2004.

Daryl Halls

**3. Solano Napa Travel Demand Model Progress Report**

Joe Story, DKS Consultants provided a Solano Napa Travel Demand Model Progress Report including: inter-regional forecasts, assumptions based on regional consistency requirements, development of travel forecasting, improved features in the new STA model, land use information used in the reformatted model, examples from the new model and 2030 forecasts.

Joe Story/  
DKS Consultants

**4. Funding the Alternative Modes Element of the CTP**

Dan Christians

Dan Christians summarized the Alternative Modes Element of the CTP that is currently being updated. He reviewed the CTP's three elements, CTP funding, background of the Alternative Modes Element, transportation funding shortfalls, Alternative Modes projects and funding shortfalls, common funding sources, status of funding, new sources of funding, potential new funding sources and next steps.

**VII. PUBLIC HEARING FOR THE DRAFT FY 2004-05 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**

Jennifer Tongson reviewed the purpose, goal and percentage goal calculation of the Disadvantaged Business Enterprise (DBE) Program

**Public Hearing Opened: 7:00 p.m.**

**Public Hearing Closed: 7:01 p.m.**

**No comments received.**

Approval of the Disadvantaged Business Enterprise (DBE) Program will be agendized in February 2005.

Recommendation: Accept comments from the public at the January 12, 2005 Public Hearing for the STA's Draft FY 2004-05 DBE Program.

**VIII. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBERS AND ALTERNATES**

Mayor Ed Woodruff (City of Rio Vista) was sworn in as an STA Board member. Councilmember Ron Jones (City of Rio Vista) and Councilmember Steve Wilkins (City of Vacaville) were sworn in as STA Board Member Alternates.

**IX. CONSENT CALENDAR**

On a motion by Member Messina, and a second by Member Sperring, the consent calendar items were approved unanimously.

**A. STA Board Minutes of December 8, 2004**

Recommendation: Approve minutes of December 8, 2004.

**B. Review Draft TAC Minutes of December 22, 2004**

Recommendation:

Receive and file.

**C. STA Board Meeting Schedule for 2005**

Recommendation:

Adopt the STA Board meeting schedule for the 2005 calendar year.

**D. Renewal of Membership with Solano EDC**

Recommendation:

Approve the following:

1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 per year for 2005.
2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2006.

**E. Public Input for County Transportation Expenditure Plan (CTEP) Contract Amendment #1 – Public Affairs Management Group (PAM)**

Recommendation:

Authorize the Executive Director to approve Contract Amendment #1 for an additional \$5,000 with Public Affairs Management Group to provide additional services related to public facilitation and input meetings for the 2004 County Transportation Expenditure Plan (CTEP).

**F. SR 12 Transit Corridor Study**

Recommendation:

Authorize the Executive Director to enter into a consultant contract with Urbitran Associates Inc. for an amount not to exceed \$37,000 to conduct the SR 12 Transit Study based upon the consultant proposal selected (Attachment A).

**G. FY 04/05 Project Funding Adjustment**

Recommendation:

Allocate \$10,000 of STAF funds to the City of Dixon to implement a medical shuttle program in partnership with Faith in Action.

**H. TDA Article 3 Call for Bicycle/Pedestrian Projects**

Recommendation:

Approve a TDA Article 3 Call for Projects for the 5-Year Bicycle/Pedestrian Plan with a February 18, 2005 deadline for Year 1 TDA Article 3 applications.

**I. RFP for STA/STIA Legal Service**

Recommendation:

Authorize the Executive Director to release a request for proposals (RFP) for legal services for the STA/STIA.

**J. Reclassification of Compensation Range for Marketing and Legislative Program Manager**

Recommendation:

Approve the Modification of the Compensation Range for the position of Marketing and Legislative Program Manager as specified in Attachment A.

**K. Regional Bicycle/Pedestrian Program Applications**

Recommendation:

Authorize the Chair to send letters of support for the following Metropolitan Transportation Commission Regional Bicycle/Pedestrian Fund applications:

- The City of Benicia's State Park/I-780 Overcrossing Bicycle Project for Regional Bicycle Funding;
- The City of Fairfield's Linear Park Pedestrian Project for Regional Pedestrian Funding;
- The City of Vallejo Pedestrian Links Project for Regional Pedestrian funding.

**L. Comment Letter on MTC Regional T-2030 Plan**

Recommendation:

Support sending the attached letter to MTC on the Draft EIR and T-2030 Plan (Attachment D).

**M. The Metropolitan Transportation System (MTC) and Federal Funding for Local Streets and Roads**

Recommendation:

1. Support replacing the Metropolitan Transportation System (MTS) with the Federal Functional Classification System (FFCS) and to use the FFCS to determine the Local Streets and Roads needs that are regionally significant.
2. Authorize the Executive Director to forward to MTC a letter requesting MTC to replace the current distribution of Federal funds for Local Streets and Roads that is based on MTS shortfall with a distribution based upon population, centerline miles of roadways, and condition of roadways identified in the FFCS for the Third Cycle of Federal funding and for subsequent Federal authorization bills.

**N. Status of State Route 12 Operational Strategy**

Recommendation:

Reconvene the SR 12 Subcommittee as specified in Attachment A to review the proposed draft SR 12 Implementation Plan and provide a recommendation to the STA Board.

**X. ACTION ITEMS - FINANCIAL**

**A. STA, Solano Links, and SNCI Marketing Plans for 2005 (Phase I)**

Elizabeth Richards outlined a multi-year marketing plan and amended Scope of Work with MIG for the STA programs including SolanoLinks, Solano Paratransit, and SNCI and noted the additional funding request of \$84,000 is included in the approved FY 2004-05 STA budget.

Recommendation:

Approve the following:

1. The proposed Marketing Plan Tasks (Phase I) for STA, SolanoLinks Transit, and SNCI as specified in Attachment A.
2. Amend the existing consultant contract with MIG for an amount not to exceed \$84,000.

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

**B. Proposed FY 2004-05 Mid-Year Budget Revision**

Mike Duncan reviewed budget revisions by department and noted changes from the FY 2004-05 budget adopted in July 2004. He stated that the proposed mid-year budget revisions increases both expenditures and revenues and result in a balanced budget.

Recommendation:

Adopt the revised STA FY 2004-05 budget as specified in Attachment A.

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

**XI. ACTION ITEMS - NON FINANCIAL**

**A. Adoption of STA's 2005 Legislative Priorities and Platform**

Daryl Halls reviewed the proposed draft of STA's 2005 Legislative Priorities and Platform and the staff analysis of the revisions requested by the City of Benicia. He highlighted projects for which state funding will be pursued, opposition to efforts to reduce or divert funding from transportation projects, initiatives to pursue a 55% voter threshold for county transportation infrastructure measures, monitoring of legislative efforts to merge MTC and ABAG, monitoring the progress of Regional Measure 2 and efforts to prevent suspension of Proposition 42.

Recommendation:

Approve the STA's 2005 Legislative Priorities and Platform as specified in Attachment A.

On a motion by Member Alternate Price, and a second by Member Silva, the staff recommendation was approved as amended in supplemental staff report XI.A 'STA Staff Analysis of the Revisions to the 2005 STA Legislative Priorities and Platform requested by the City of Benicia'. The following modifications were amended into the Priorities and Platform:

**Legislative Priority No. 3.**

*"Pursue federal and state funding for the following priority projects and transit services."*

**Section III – Alternative Modes.**

Revise No. 3 to read, “*Support ~~Monitor~~ legislation providing land use incentives in connection rail and multimodal transit stations – transit oriented development.*”

On a motion by Member Silva, and a second by Member Augustine, the Board authorized the Chair to forward a letter to the Benicia City Council thanking them for their comments and notifying them of the approved modifications by the STA Board.

**B. Solano Bikeway Extension Feasibility Study (McGary Road)**

Dan Christians identified options to develop bikeway facilities along the I-80 Corridor connecting Fairfield to the existing Phase 1 Solano Bikeway in Vallejo, identified potential funding sources and maintenance concerns.

Recommendation:

Authorize the Chair to submit a letter of support for the Solano Bikeway Extension Feasibility Study to the City of Fairfield and recommending the following:

1. The City of Fairfield select a preferred option.
2. STA staff assists in identifying and obtaining funding to complete the project.
3. The City of Fairfield initiate implementation of the Solano Bikeway Extension project.

On a motion by Member Messina, and a second by Member Alternate Price, the recommendation was approved unanimously.

**C. T-Plus Work Plan for 2005**

Robert Guerrero provided a STA T-Plus Activities Summary including: FY 2003-04 tasks completed, progress of FY 2004-05 projects/plans and identified key activities for FY 2005-06.

Recommendation:

Approve the STA T-PLUS Work Plan for Solano County for 2005.

On a motion by Member Alternate Price, and a second by Member Woodruff, the recommendation was approved unanimously.

**D. Appointment of Alternate Member to the Capitol Corridor Joint Powers Board**

Dan Christians reviewed the staff recommendation to appoint an alternate to the Capitol Corridor Joint Powers Board.

Recommendation:

Appoint an alternate to the Capitol Corridor Joint Powers Board.

On a motion by Member Spering, and a second by Member Messina, the Board unanimously approved the appointment of Vice Chair Augustine as an alternate to the Capitol Corridor Joint Powers Board.

**E. Appointment of Members and Chair for the Alternative Modes Committee and the Jepson Parkway Steering Committee**

Dan Christians reviewed the staff recommendation to appoint a Chair and members of the Alternative Modes Committee and members of the Jepson Parkway Steering Committee.

Recommendation:

Approve the following:

1. Appoint the Chair and at least two members of the Alternative Modes Committee; and

On a motion by Member Silva, and a second by Vice Chair Augustine, the Board unanimously approved the appointment of Member Spering as Chair of the Alternative Modes Committee.

On a motion by Member Messina, and a second by Member Spering, the Board unanimously approved the appointment of Member Alternate Jones to the Alternative Modes Committee.

On a motion by Vice Chair Augustine, and a second by Member Messina, the Board unanimously approved the appointment of Member Alternate Wilkins to the Alternative Modes Committee.

2. Appoint members of the Jepson Parkway Steering Committee representing the Cities of Fairfield, Suisun City, Vacaville and County of Solano.

On a motion by Vice Chair Augustine, and a second by Member Messina, the Board unanimously approved the appointment of Member Alternate Wilkins to the Jepson Parkway Steering Committee representing the City of Vacaville.

**F. Appointment to STA/YSAQMD Clean Air Fund Application Pre-Screening Committee and Set a Meeting Date to Review 2005-06 Applications**

No discussion.

Recommendation:

Appoint two STA Board members or alternates to serve on the STA/YSAQMD Pre-Screening Committee and set a meeting date to review 2005-06 applications.

On a motion by Member Messina, and a second by Member Spering, the staff recommendation was approved unanimously with the appointment of Member Woodruff to the STA/YSAQMD Clean Air Application Pre-Screening Committee.

On a motion by Member Spring, and a second by Member Alternate Price, the staff recommendation was approved unanimously with the appointment of Vice Chair Augustine to the STA/YSAQMD Clean Air Application Pre-Screening Committee.

**XII. SELECTION OF 2005 STA CHAIR AND VICE CHAIR**

This item was moved after Agenda Item III.

**XIII. INFORMATION ITEMS – No Discussion Necessary**

- A. Funding the Alternative Modes Element of the Comprehensive Transportation Plan (CTP)**
- B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)**
- C. Update of Small UZA Payback Plan**
- D. Transportation Enhancement (TE) Programming**
- E. Status of the 2004 State Transportation Improvement Program (STIP)**
- F. Funding Opportunities Summary**

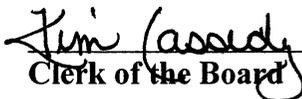
**XIV. BOARD MEMBER COMMENTS**

Chair Courville requested the following item be agendized at the February 9, 2005 meeting: Discussion of Roles and Responsibilities of the STA Chair.

**XV. ADJOURNMENT**

The STA Board meeting was adjourned at 7:44 p.m. The next regular meeting of the STA Board is scheduled for **February 9, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.

Attested By:

  
Clerk of the Board

2-9-05  
Date:



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the**  
**SPECIAL MEETING**  
**January 13, 2005**

**I. CALL TO ORDER**

The special meeting of the Technical Advisory Committee was called to order at approximately 9:05 a.m. in the Solano Transportation Authority's Conference Room.

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Jason Riley	City of Dixon
	Morrie Barr	City of Fairfield
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Cameron Oaks	Caltrans
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	SNCI/STA
Sam Shelton	STA
Johanna Masiclat	STA

**II. APPROVAL OF AGENDA**

By consensus, the STA TAC unanimously approved the agenda with the addition of comments and announcements made by the following:

- CALTRANS:** Cameron Oakes distributed the "Tentative 2006 STIP/ITIP Schedule".
- STA:** Mike Duncan distributed and reported on a memorandum to MTC dated January 7, 2005 from the Department of Transportation regarding the \$1,490,209 of FTA section 5307 funds advanced to Santa Rosa CityBus and Sonoma County Transit.

### **III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

### **VI. ACTION ITEMS**

#### **A. FY 2005-06 Transportation Enhancement (TE) Projects**

Mike Duncan reviewed the programming and project delivery guidelines for Solano County TE projects for FY 2005-06. He listed the TE projects requested by each member agency potentially eligible for TE funds and that can meet Caltrans Project Delivery deadlines. The draft list of submitted TE eligible projects was provided to the STA TAC at the meeting.

The recommendation was amended to exclude Recommendation# 2, Develop recommendation for \$1.6 million in TE funding.

Recommendation:

1. Identify TE projects for FY 2005-06 that can meet Caltrans Project Delivery deadlines.
2. Develop recommendation for \$1.6 million in TE funding.

By consensus, the STA TAC unanimously approved the recommendation with a list of TE eligible projects.

#### **B. Reprogramming FY 2005-06 State Transportation Improvement Program (STIP) Projects**

Mike Duncan identified several projects programmed in the STIP for FY 2005-06 that should be programmed to later fiscal years. He noted that MTC must be notified immediately to move projects before the end of FY 2004-05.

The recommendation was amended to indicate that no local agency projects were programmed for FY 2005-06 in the STIP that should be reprogrammed to later fiscal years and the STA will reprogram \$2.0M for the I-80/I-680/SR 12 Interchange Project to FY 2006-07.

Recommendation:

Identify projects programmed for FY 2005-06 in the STIP that should be reprogrammed to later fiscal years.

By consensus, the STA TAC unanimously approved the recommendation as amended.

**C. Potential Projects for Advanced Project Delivery**

Mike Duncan identified potential projects from the I-80/I-680/I-780 Major Investment & Corridor Study as candidates for Project Study Reports (PSRs) to be completed by the STA in the next few years.

Recommendation:

Identify potential projects from the I-80/I-680/I-780 Major Investment & Corridor Study to be candidates for Project Study Reports (PSRs) to be completed by the STA.

By consensus, the STA TAC approved the recommendation as presented by STA staff.

**VII. INFORMATION ITEMS**

**A. Advancing FY 2005-06 and FY 2006-07 Surface Transportation Program (STP) Funding for Local Streets and Roads**

Mike Duncan outlined the proposed programming of Second Cycle STP funds for Local Streets and Roads projects in Solano County for FY 2005-06 and FY 2006-07 and the opportunities for advancing Second Cycle funded projects.

**B. Obligation Status of FY 2004-05 STP/CMAQ Projects**

Mike Duncan reviewed the projects programmed in FY 2004-05 with STP and CMAQ federal funds that must have the request for obligation to Caltrans by April 1, 2005.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 11:00 a.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, January 26, 2005 at 1:30 p.m.**





**TECHNICAL ADVISORY COMMITTEE  
DRAFT  
Minutes of the meeting  
January 26, 2005**

**I. CALL TO ORDER**

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

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Felix Ajayi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Birgitta Corsello	County of Solano
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Joe Story	DKS Associates
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	SNCI/STA
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masielat	STA
Trea Smith	STA

## II. APPROVAL OF AGENDA

On a motion by Felix Ajaya, and a second by Janet Koster, the STA TAC approved the agenda with the following changes:

- Move Agenda Item V.G to Agenda Item VI.G, Rio Vista Transit Study.
- Add Agenda Item VI.F, FY 2005-06 Transportation Enhancement (TE) Projects.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

## IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Dan Christians announced the deadline for Countywide Transportation for Livable Communities (TLC) Planning Grants is Friday, January 28, 2005.

Mike Duncan announced that due to the lack of a quorum, the January 26, 2005 meeting of the Consortium was cancelled.

## V. CONSENT CALENDAR

On a motion by Dale Pfeiffer, and a second by Dan Schiada, the STA TAC approved the Consent Calendar with the exception of the following:

- Agenda Item V.B, Minutes of the Special TAC Meeting, which was pulled for separate discussion and comment.
- Agenda Item V.G, Rio Vista Transit, which was removed for discussion to Agenda Item VI.G.

### Recommendation:

- A. Minutes of the TAC Meeting of December 22, 2004  
Recommendation: Approve minutes of December 22, 2004.
- C. STA Board Meeting Highlights –  
January 12, 2005
- D. STIA Board Meeting Highlights –  
January 12, 2005
- E. STA Meeting Schedule for First Quarter 2005
- F. Funding Opportunities Summary
- H. Solano Napa Commuter Information (SNCI) FY04/05 Six-Month Report

- B. Minutes of the Special TAC Meeting of January 13, 2005  
Recommendation: Approve minutes of January 13, 2005.

On a motion by Dale Pfeiffer, and a second by Dan Schiada, Agenda Item V.B was approved by consensus as amended to include the specific actions on action items.

## VI. ACTION ITEMS

**A. Review of Draft Three Elements of the Solano Comprehensive Transportation Plan (CTP) 2030**

Dan Christians distributed the January 2005 Draft Solano County Comprehensive Transportation Plan (CTP). Dan reviewed the funding needs and shortfall over the next 25 years for each of the three elements of the draft Solano CTP. He requested the TAC provide final comments to the Draft CTP by the next TAC meeting of February 23, 2005.

Recommendation:

Recommend the STA Board release the three elements of the Solano Comprehensive Transportation Plan (CTP) 2030 update for 30-day review and comments.

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

**B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)**

Joe Story of DKS Associates recapped the Draft Final Report for the Solano/Napa Multi Model Travel Demand Model (Phase 1). He also outlined the Peak Hour Estimates, AM Peak Hour Forecast, and PM Peak Hour Forecast of the model.

Dan Christians added the final model (including all technical data) is scheduled to be presented at the STA Board meeting for action on February 9, 2005.

Recommendation:

Recommend the STA Board approve the new Solano Napa Travel Demand Model Phase 1 (Attachment A).

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

**C. FY 2005-06 TFCA 40% Program Manager Guidelines and Call for Projects**

Robert Guerrero provided an overview of the proposed TFCA 40% Program Manager Guidelines for FY 2005-06 consistent with the BAAQMD's adopted guidelines. Robert also outlined the tentative schedule for the FY 2005-06 TFCA cycle.

Recommendation:

Recommend the STA Board approve the following:

1. FY 2005-06 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2005-06 TFCA Program Manager funds.

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

**D. Support for City of Fairfield's Office of Traffic Safety (OTS) Grant Application**

Jennifer Tongson presented the City of Fairfield's \$69,000 grant application for the Federal FY 2006 Office of Traffic (OTS). Jennifer cited that the funds will be used for equipment and educational materials for V. Calm signs and flashing beacons for the Gold Hill Road school zone and flashing beacons for the Canyon Hills Drive school zone.

At the meeting, the City of Rio Vista and the City of Suisun City requested the STA to include letters of support for their OTS applications to the recommendation.

On a motion by Dale Pfeiffer, and a second by Dan Schiada, the STA TAC approved including the City of Rio Vista and the City of Suisun City's OTS applications to the recommendation.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to provide a letter of support for the City of Fairfield's FFY 2006 OTS grant application in the amount of \$69,000.

On a motion by Paul Wiese, and a second by Mark Akaba, the STA TAC approved the recommendation with amendments to include additional OTS applications from the City of Rio Vista and the City of Suisun City.

**E. Legislative Update – Jan 2005**

Daryl Halls reviewed the two Assembly Constitutional Amendments from the State Legislature consistent with adopted legislative priorities of the STA. He outlined ACA 4 (Plescia-Herman) and ACA-7 (Nation) added to the list of bills for consideration by the STA Board.

Recommendation:

Forward the following recommendations to the STA Board:

1. Support for ACA 4.
2. Support for ACA 7.

On a motion by Paul Wiese, and a second by Mark Akaba, the STA TAC approved the recommendation.

**F. FY 2005-06 Transportation Enhancement (TE) Projects**

Mike Duncan reviewed the proposed list of TE projects for FY 2005-06 developed by the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo and Solano County at the Special TAC meeting on January 13, 2005. He also distributed additional information on potential TE Projects submitted by the City of Benicia and the City of Dixon.

Mike presented STA staff's recommendation outlining the distribution of \$1.629M TE funding for FY 2005-06 for TE eligible projects in the City of Fairfield, City of Vacaville, City of Vallejo, and Solano County. Because the City of Benicia and the City of Dixon submitted their request after the deadline, their projects were not reflected in the initial staff recommendation.

City of Benicia's Dan Schiada proposed a request of TE funding in the amount of \$700,000 for the First Street Streetscape Project. The City of Dixon's Janet Koster requested their project (Downtown Streetscape Project Phase 4) be included in the list of future projects (FY 2006-07 or FY 2007-08). Staff from Rio Vista and Suisun City indicated that they would be submitting requests for future Fiscal Year TE funds.

After discussion, the STA TAC agreed to the following projects and project amounts for TE funding in FY 2005-06:

<b>Sponsor</b>	<b>Project Name</b>	<b>FY 2005-06 TE Funding Amount</b>
Benicia	First Street Streetscape	\$ 200,000
Fairfield	Downtown Fairfield Pedestrian Enhancement Project	\$ 325,000
Vacaville	I-80 Westbound Landscaping Project	\$ 175,000
	Jepson Parkway Gateway at I-80 & Leisure Town Road	\$ 150,000
Vallejo	Downtown Vallejo Square Pedestrian Enhancement Project	\$ 529,000
Solano County	Old Town Cordelia Improvement Project	\$ 250,000
<b>TOTAL:</b>		<b>\$1,629,000</b>

Recommendation:

Recommend to the STA Board a specific list of TE projects for FY 2005-06 that can meet Caltrans Project Delivery deadlines.

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC approved the recommendation as amended and shown above.

**G. Rio Vista Transit Study**

Elizabeth Richards announced the Draft Final Report to the Transit Study for the City of Rio Vista was reviewed by the Rio Vista City Council at their meeting of January 20, 2005 and scheduled for action in early February. She cited that recommendations outlined in the Transit Study are projected to be implemented in February 2005.

Recommendation:

Forward to the STA Board the approval of the Rio Vista Transit Study *contingent upon approval by the Rio Vista City Council.*

On a motion by Gary Cullen, and a second by Felix Ajaya, the STA TAC approved the recommendation as amended.

**VII. INFORMATION ITEMS**

**A. State Budget Update – Jan 2005**

Daryl Halls summarized Governor Arnold Schwarzenegger's proposed 2005-06 State Budget released on January 10, 2005. He noted the State Budget proposes to eliminate an estimated \$8.1 Billion deficit through a combination of the suspension of fund transfers from the State General Fund to schools (Proposition 98) and transportation (Proposition 42). He added that the suspension of Proposition 42 will leave few funds for the TCRP, STIP, local streets and roads, or public transportation causing potential delays to the project development activities for the I-80/I-680/SR 12 Interchange and SR 12 Jameson Canyon projects.

**B. STA Board Retreat to Discuss Funding CTP and New Initiatives**

Daryl Halls provided an overview to the STA's Overall Work Plan (OWP) listing 42 specific priority projects and programs. Daryl provided an overview of some of the proposed topics scheduled to be discussed by the STA Board at the Board Retreat on February 17, 2005 at Travis Credit Union in Vacaville.

**C. Overview of the STA's Solano Congestion Management Program (CMP) and Related Plans, Studies, and Mitigation Measures**

Dan Christians reviewed the CMP discussion paper identifying main issues to be addressed during the next comprehensive CMP update. He noted that staff plans to further discuss this topic with the STA Board at the February 17, 2005 Board Retreat. He added that a recommendation for a Scope of Work and a Request for Proposals (RFP) for the Solano CMP would be provided for action at the February 23, 2005 TAC and the March 9, 2005 STA Board.

**D. Status Reports of Congestion Management Program (CMP) Consistency Review**

Dan Christians provided an update to proposed projects that require a general plan amendment and/or CMP model run and analysis for consistency with the Solano CMP (as of January 14, 2005) and future EIR or General Plan reviews.

- E. Status of Unmet Transit Needs Process for FY05/06**  
Elizabeth Richards distributed MTC's letter of January 25, 2005 along with a list of issues from the December 1, 2004 Unmet Transit Needs public hearing in Vacaville. She cited that STA staff will draft a coordinated response to each of the issues for Solano County to secure the STA Board's approval by May 2005 and complete the MTC process by the end of June and allow the FY05/06 TDA claims for streets and roads to be promptly processed.
- F. FY 2004-05 Federal Appropriations**  
Mike Duncan outlined the "earmarks" received by Solano County from the FY 2005 Federal Appropriations. He cited the two projects to be Fairfield/Vacaville Intermodal Station (\$496,000) and Vallejo Baylink Intermodal Center (\$1,240,000).
- G. FY 2004-05 STP/CMAQ Projects**  
Mike Duncan announced the April 1, 2005 deadline to Caltrans for obligation paperwork for projects programmed in FY 2004-05 with STP and CMAQ federal funds. He added that the amendment to the projects identified in the TIP has been processed by MTC and should be approved by the FHWA by mid-February.
- H. Project Delivery Update**  
Mike Duncan reviewed the primary components for project delivery revised by MTC and the Bay Area Partnership. He noted the current project delivery policy provides a more structured schedule for project submittals, allowing Caltrans Local Assistance to more effectively process requests from local agencies.
- I. Regional Measure 2 (RM 2) Program Update**  
Mike Duncan provided an update to the allocation process and pending amendments to the Regional Measure 2 (RM 2) Program. He also reviewed the RM 2 funded projects currently in Solano County.
- J. Transportation Improvement Plan (TIP) Update**  
Mike Duncan identified one major amendment for the Transportation Improvement Plan (TIP) and a minor amendment causing several revisions to the State Transportation Improvement Plan (STIP) projects for financial constraint purposes. He noted the major amendment is to be received by the end of January 2005 and the minor amendment is currently in the public review and comment process.
- K. Update of Small UZA Payback Plan**  
Mike Duncan provided an update to Caltrans' proposal to MTC and announced that the proposal will not go into effect in FY 2004-05; however, no final decision has been made by Caltrans for resolving the issue.

**L. Local Streets and Roads Update**

Mike Duncan provided an update to the revised funding formula for federal funding of local streets and roads and the development of a more equitable policy for the Third Cycle of Federal funding.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 4:30 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, February 23, 2005** at 1:30 p.m..



DATE: January 31, 2005  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Assessment of STA Personnel Process and System

**Background:**

In order to successfully implement the variety of planning, project and program priorities of the STA Board, it continues to be imperative that adequate staff resources are available and staff is organized in an efficient manner to effectively implement the policy direction of the STA Board. In 1996, the STA separated from the County of Solano and became a separately staffed agency. At the time, the STA contracted with the City of Vacaville to provide administrative support services. For FY 2002/03 these services were collectively budgeted at \$38,000. These services were renewed on an annual basis and included the following:

1. Accounting/Financial Services
2. Legal Services
3. Personnel Services

**ACCOUNTING SERVICES**

During FY 2001/02, the City of Vacaville implemented a new accounting system (Eden) that also began handling the STA's revenues and expenditures ledger. This new system was implemented during the first and second quarters of FY 2001/02 and during the third and fourth quarters the STA staff worked with Vacaville staff to incorporate the STA expenditure and revenues into this new accounting system. In FY 2002/03 and 2003/04, staff worked to upgrade STA's grant funding and project management system. The STA's fund and project management requirements extends beyond the designed capability of the Eden accounting system and is a necessary component of the STA's management of its estimated 25 grant funding sources and projects. As part of this effort, in 2003, the STA contracted with a consultant (Kevin Harper) to conduct an independent review and assessment of the agency's finance and accounting system and processes. This resulted in a series of specific accounting and finance recommendations provided by the consultant and the subsequent development of a Management Implementation Plan for Accounting and Finances. Susan Furtado, the STA's recently hired Finance Analyst/Accountant, will now assume responsibility for implementing the specific recommendations outlined in the Management Implementation Plan.

**LEGAL SERVICES**

In 2002, STA's Legal Counsel Chuck Lamoree retired as the City Attorney for the City of Vacaville and became the STA's independent legal counsel. Previously, the STA had contracted with the City of Vacaville for legal services. The STA directly retains independent legal services at an annual budgeted cost of \$80,000.

## PERSONNEL SERVICES

As the STA Board's list of priority projects, plans, and programs has increased, the STA added some additional positions to successfully manage the increased workload. The STA currently employs 16 full-time and one part time staff. The STA's Administrative Services contract with the City of Vacaville for Accounting/Financial Services (\$40,000) and Personnel Services (\$7,000) totals \$47,000. The increased contract amount is due to a combination of an increased cost to provide the services rendered and the increased number of STA fund sources and employees being provided the services by Vacaville. Currently, the STA contracts with the City of Vacaville to provide Personnel Services such as:

1. Benefit summary updates
2. New employee benefit orientations
3. Retirement enrollments, reconciliations, and terminations
4. PERS health insurance administration
5. Dental and vision plan administration
6. Life insurance administration
7. Long term disability insurance administration
8. Deferred compensation (401a and 457) enrollments and reconciliation
9. Unemployment insurance set-up and reconciliation
10. Worker's compensation reconciliation
11. PERS Liaison for Retirement and Health contract issues
12. Employee exits –termination/resignations/retirees
13. Personnel transaction processing – including salary range and annual performance reviews
14. Adjustments to benefit rates

The STA performs the following Personnel Services functions:

1. Maintaining personnel files
2. Training
3. Job descriptions
4. Recruitments
5. Performance reviews and merit increases
6. Exit interviews
7. Managing of Worker's compensation issues

## SALARY AND COMPENSATION SURVEY

The STA retains sixteen full-time and one part-time staff. The STA Board sets the compensation range and benefits provided for each employee. The past few years, the STA has adjusted the compensation for several department directors and staff based on merit and commensurate with taking on expanded jobs duties and responsibilities. In addition, new compensation ranges have been established for two new positions, Finance Analyst/Accountant and Planning Assistant. In recent years, the STA has successfully hired, trained and retained a team of talented, hardworking and dedicated staff. A number of the staff has continued to successfully take on new challenges created as part of the implementation of the STA's ambitious 42 Overall Work Program (OWP) tasks.

**Discussion:**

In recent years, the STA has successfully reviewed, assessed and made modifications to its Accounting/Financial Services and Legal Services functions to address the agency's ongoing needs for adequate resources and expertise. The STA's Personnel Services functions have not been comprehensively assessed or significantly modified since the STA separated from the County of Solano in 1996 and retained independent staff. Based on discussions with STA Legal Counsel and City of Vacaville Personnel Department staff, staff is recommending the STA conduct an independent assessment of its Personnel Services functions, policies and procedures, and personnel system.

Staff also recommends that the STA conduct a salary and benefits survey, of similar sized and tasked transportation and public agencies, to help guide future consideration of modifications to compensation ranges and benefits by the STA Board.

**Fiscal Impact:**

The total estimated cost to conduct both the assessment of the STA's personnel functions and the salary and benefits survey is \$25,000 to be covered by the STA services and supplies budget for FY 2004/05.

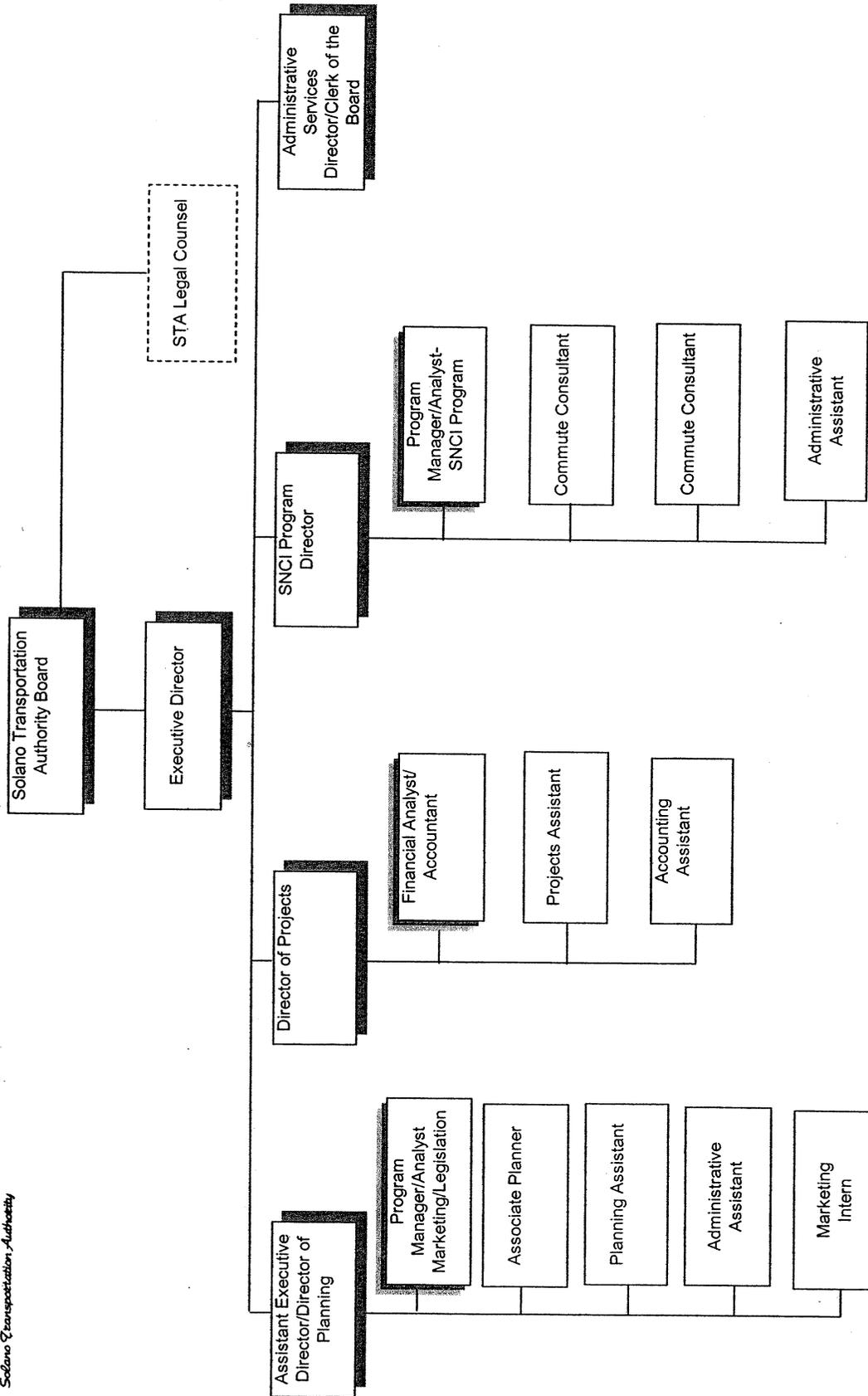
**Recommendation:**

Authorize the Executive Director to hire an independent firm to perform the following tasks for an amount not to exceed \$25,000:

1. Review and conduct an assessment of the STA's personnel functions, policies and procedures, and personnel system
2. Conduct a salary and benefits comparison survey of the STA's current job classifications

Attachment:

- A. STA Staff Organization Chart





DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: STA's FY 2003-04 Annual Audit and Financial Reports

**Background:**

The Solano Transportation Authority (STA) is required to have an annual independent audit of its financial statements, various revenue sources and accounting activities. The requirements for the annual audit are included in both State and Federal statutes and follow the guidelines set forth by the Government Accounting Standards Board (GASB). After the audit, funds carried forward from the previous fiscal year are programmed by the Board into the current budget. The audit was completed in December and the STA Board programmed the carryover funds from FY 2003-04 on January 12, 2005.

**Discussion:**

The STA Board selected the firm of Maze & Associates from Walnut Creek to complete the annual audit for FY 2003-04. The "Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2004" and the "Memorandum on Internal Control Structure" were provided to the Board members in the Board packet on January 12, 2005 for their review. These reports were prepared in the new format specified under Government Accounting Standards Board Statement Number 34 (GASB 34).

GASB 34 requires a new set of authority-wide financial statements and the preparation of a Management Discussion and Analysis by STA staff as a narrative overview and analysis of the financial activities of the STA for FY 2003-04. Based upon the Basic Financial Statements prepared by the auditors, the STA improved its overall financial position over the FY 2003-04 fiscal year by \$198,837 for all programs and projects and is in a sound fiscal position to continue its primary missions of countywide transportation planning, transportation project development, allocating regional, state and federal transportation funds, transit coordination and providing commuter information.

In addition to the Annual Audit and preparation of the Basic Financial Statements, Maze & Associates also evaluated the Internal Control Structure of the STA and noted three material items not completed as part of the closing procedures for the FY 2003-04 financial reports. These items are summarized as follows:

- Deferred revenue was not analyzed and adjusted for three project funds
- One prior year audit adjustment was incorrectly booked into FY 2003-04
- Depreciation had not been calculated on STA capital assets as part of closing

Maze & Associates assisted STA staff with corrections to these items and procedures will be established to prevent future occurrences. The recent addition of Susan Furtado to the STA staff as the Financial Analyst/Accountant will provide the professional resources necessary to ensure proper closing procedures for future financial statements and audits.

As part of the review of internal control procedures, Maze & Associates also recommended the STA develop the capability for online access to financial data maintained by the City of Vacaville. Prior attempts to provide an online connection have been mainly unsuccessful due to computer problems. STA staff is working with the City of Vacaville staff to develop a procedure that will allow STA online access to the STA financial data.

**Recommendation:**

Accept the Annual Audit for FY 2003-04 for the Solano Transportation Authority.

Attachments

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2004 (Provided under separate cover on January 12, 2005)
- B. Solano Transportation Authority Memorandum on Internal Control Structure for the Year Ended June 30, 2004 (Provided under separate cover on January 12, 2005)

NOTE: A copy of the STA FY 2003-04 Annual Audit is available upon request.



DATE: January 27, 2005  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Rio Vista Transit Study

**Background:**

In the past two years, the Solano Transportation Authority has programmed funds for four local transit study efforts to facilitate enhanced coordination with countywide transit planning efforts. Benicia, Fairfield, Rio Vista, and Vallejo were programmed to receive State Transit Assistance Funds (STAF) to conduct local transit studies. In October 2002, the STA Board approved \$41,381 for the Rio Vista's Transit Study. This study is nearing completion and will be the first of the four to be completed.

Rio Vista operates a general public dial-a-ride service. One driver operates one vehicle that serves Rio Vista exclusively one day a week and travels to other cities the other days. Destinations are Fairfield/Vacaville, Lodi/Stockton, Antioch, and Walnut Grove/Isleton. The Rio Vista Transit Study had several purposes. These included:

- Maintain favorable community awareness
- Ensure compliance with laws and regulations
- Establish goals and procedures
- Analyze changing needs
- Recommend improvements

The City of Rio Vista hired Urbitrans to conduct the study which began in 2003. As there have been several critical staff changes at the City of Rio Vista over the course of this study, STA staff has extensively assisted the consultant and the city to keep this project moving. Members of the City Council have been involved as well.

A key component of this study was community involvement. The community's input was critical to identify the needs and perceptions of Rio Vista Transit. Stakeholder meetings, a public meeting, and a community survey were conducted.

**Discussion:**

The Rio Vista Transit Study began in 2003. Community outreach was conducted in the Fall and Winter of 2003/04. A wide range of individuals who had interests in Rio Vista and enhanced transit service were interviewed: the Mayor, city staff, local and county social services staff, senior housing and services staff, bus drivers, business organizations and others. A public input meeting was held with very good attendance. Surveys were distributed through social service organizations, employers, and other means. The surveys were designed to solicit opinions on the current service and needs, and future needs.

The consultant reviewed existing policies and procedures, conducted several interviews with Rio Vista staff, and collected as much data as was available. This was combined with the community input to prepare a draft final report.

The report includes a number of findings and recommendations. The key recommendations are:

- Clarify roles and responsibilities within the City for transit functions
- Shift dispatching function from driver to administrative staff
- Change days of service to various destinations
- Improve data collection
- Improve regulatory compliance
- Formalize transit policies
- Implement performance measurement system
- Expand funding sources
- Improve vehicle utilization
- Participate in the STA's SR 12 Transit Study and Transit Consolidation Study

The draft final report was presented at a Rio Vista City Council Study Session in early December. There was a detailed discussion to use the study to improve the transit service. Some of the study's recommendations have already been implemented by the City of Rio Vista. The Rio Vista City Council is scheduled to review and approve the study at their meeting of February 3. Implementation of many of the changes is projected to begin in late February 2005. As part of the overall SolanoLinks marketing effort, the STA is also providing marketing resources to assist Rio Vista with informing the Rio Vista community about their service changes.

**Fiscal Impact:**

This project was funded with \$41,381 of STAF funds approved by the STA Board and will be completed within budget.

**Recommendation:**

Approve the Rio Vista Transit Study contingent upon Rio Vista City Council approval.

Attachment:

- A. Transit Study for the City of Rio Vista, Draft Final Report (under separate cover)



DATE: February 1, 2005  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: FY 2005-06 TFCA 40% Program Manager Guidelines and  
Call for Projects

**Background:**

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District, divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin, and therefore are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD distributes regionally 60% of the entire TFCA funds TFCA funds through a competitive process; the remaining 40% are for TFCA Program Manager projects. Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$340,000 in annual TFCA funding.

As the designated Program Manager, the STA Board adopts TFCA Program Manager Guidelines based on the annually updated BAAQMD's TFCA Regional and Program Manager Guidelines. The STA Board generally adopts the TFCA Program Manager Guidelines after the BAAQMD approves their set of guidelines in January of each year. The main difference between the STA's guidelines versus the BAAQMD's guidelines is that the STA guidelines pertain more directly to Solano County applicants by emphasizing the STA's program manager aspects of the BAAQMD's guidelines.

The BAAQMD TFCA application deadline has traditionally been in April of each year. Although Program Managers review and approve TFCA Program Manager Projects, the BAAQMD ultimately approves the funding for each project based on specific air emission/air quality benefit cost effective formulas for each project category.

**Discussion:**

Attached is STA staff's proposed Solano TFCA 40% Program Manager Fund Guidelines which reflects Fiscal Year 2005/06 BAAQMD's adopted guidelines. The Solano TFCA Guidelines were improved to ensure consistency with the BAAQMD's adopted guidelines. The proposed Solano TFCA 40% Program Manager Fund Guidelines have been reorganized to focus primarily on the types of projects eligible for the program and includes a detailed section for light and heavy-duty clean air vehicles.

Previous guidelines focused on the program manager application process and the required application information. The proposed guidelines briefly provide an overview of the application process, but do not discuss required application information in as much detail as previous guidelines. Instead, the required application information will be included in the Solano TFCA 40% Program Manager Fund application package which will be sent to STA's member agencies along with the approved Solano TFCA 40% Program Manager Fund Guidelines.

The TAC recommended the STA Board approve the proposed Solano TFCA 40% Program Manager Fund Guidelines and authorize the Executive Director to issue a call for TFCA 40% Program Manager Fund projects at their January 26, 2004 meeting. The tentative schedule for the FY 2005-06 TFCA cycle is as follows:

- |  |                             |
|--|-----------------------------|
| 1. STA Board Approves TFCA Guidelines and Call for Projects.                       | Wednesday, February 9, 2005 |
| 2. Tentative Deadline for FY05/06 Applications                                     | Wednesday March 9, 2005     |
| 3. TAC and Consortium reviews and recommends applications for STA Board to approve | Wednesday, March 23, 2005   |
| 4. STA Board Approves TFCA Projects  | Wednesday, April 13, 2005   |

**Recommendation:**

Approve the following:

1. 2005-06 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2005-06 TFCA Program Manager funds.

Attachment:

- A. Proposed 2005-06 Solano TFCA 40% Program Manager Guidelines  
(under separate cover)



DATE: January 31, 2005  
TO: STA Board  
FROM: Jennifer Tongson, Project Assistant  
RE: Support for Office of Traffic Safety (OTS) Grant Applications

**Background:**

Caltrans' Office of Traffic Safety (OTS) distributes federal grant funding on a competitive basis to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program to reduce deaths, injuries and economic losses resulting from traffic related collisions. Priority attention will be given to applications requesting funds for alcohol/drug enforcement and education programs, police traffic services, emergency medical services, traffic records and tracking, roadway safety, seat belt enforcement and promotion, and pedestrian and bike safety programs.

**Discussion:**

The Cities of Fairfield, Rio Vista, and Suisun City requested letters of support from the STA for their applications for OTS funds:

**City of Fairfield**

The City of Fairfield is applying for the Federal FY 2006 OTS grant in the amount of \$69,000. The funds will be used for equipment and educational materials for V-Calm signs and flashing beacons for the Gold Hill Road school zone and flashing beacons for the Canyon Hills Drive school zone.

**City of Rio Vista**

The Rio Vista Police Department is applying for \$283,828.27 in OTS funding for additional personnel and equipment to provide needed traffic safety and protection in the City of Rio Vista. At present, the Rio Vista Police Department does not have a traffic division. The proposed funding will create one Traffic Enforcement Unit that will consist of two trained traffic officers, and will purchase equipment such as motorcycles, radar units, and radio modems. The proposed funding will increase hazardous citations, reduce collisions, reduce injury accidents, reduce injured persons, increase DUI arrests, increase public awareness with respect to traffic enforcement and tow vehicles that are being driven by a driver who has a suspended or revoked driver's license or by an unlicensed driver.

**City of Suisun City**

The City of Suisun City is applying for \$15,000 in OTS funding for the procurement of speed measuring devices. The devices are Nu-metrics speed measuring devices that are also capable of being used as traffic counters. The benefits of having this device will allow

Suisun City to track, identify and analyze real or perceived traffic safety problems. The Department of Public Works will be charged with the responsibility of implementing this new/proposed program, but involvement of the Police Department and the City Traffic Committee will be critical in ensuring its success and effectiveness.

At their January meeting, the Technical Advisory Committee (TAC) recommended approval of providing the letters of support for the OTS grant applications.

**Recommendation:**

Authorize the Executive Director to provide letters of support for the FFY 2006 OTS applications for the following:

- a) City of Fairfield
- b) City of Rio Vista
- c) City of Suisun City

Attachments:

- A. Draft Letters of Support for the City of Fairfield, City of Rio Vista, and City of Suisun City's OTS Applications.

Charles Beck  
Public Works Director  
1000 Webster Street  
Fairfield, CA 94533

RE: A Letter of Support for the City of Fairfield's Application for the FFY 2006  
Office of Traffic Safety (OTS) Grant

Dear Charlie:

The Solano Transportation Authority (STA) supports the City of Fairfield's application for the FFY 2006 Office of Traffic Safety (OTS) grant. The City of Fairfield is applying for \$69,000 in OTS funding to provide equipment and educational materials for V-Calm signs and flashing beacons for the Gold Hill Road school zone and flashing beacons for the Canyon Hills Drive school zone. The STA fully supports the City of Fairfield's application for the OTS program.

If you have any questions, please contact Mike Duncan at (707) 424-6075.

Sincerely,

Daryl Halls  
Executive Director

Cc: Karin MacMillan, Mayor, City of Fairfield  
STA Chron File

Christopher J. Murphy  
Interim Director, OTS  
7000 Franklin Blvd. Suite 440  
Sacramento, CA 95823

RE: A Letter of Support for the Rio Vista Police Department's Application for the  
FFY 2006 Office of Traffic Safety (OTS) Grant

Dear Mr. Murphy:

The Solano Transportation Authority (STA) supports the Rio Vista Police Department's application for the FFY 2006 Office of Traffic Safety (OTS) grant. The City of Rio Vista Police Department is applying for \$283,828.27 in OTS funding for additional personnel and equipment to provide needed traffic safety and protection in the City of Rio Vista. As the congestion management agency for Solano County, the STA recognizes the significant traffic problems along State Route 12 and the projected increase in population due to new developments. The STA fully supports the City of Rio Vista Police Department's application for the OTS program.

If you have any questions, please contact Mike Duncan, Director for Projects, or me at (707) 424-6075.

Sincerely,

Dan Christians  
Assistant Executive Director /  
Director for Planning

Cc: Ed Woodruff, Mayor, City of Rio Vista  
Police Chief Dan Boon, City of Rio Vista  
STA Chron File

Christopher J. Murphy  
Interim Director, OTS  
7000 Franklin Blvd. Suite 440  
Sacramento, CA 95823

RE: A Letter of Support for the City of Suisun City's Application for the FFY 2006  
Office of Traffic Safety (OTS) Grant

Dear Mr. Murphy:

The Solano Transportation Authority (STA) supports the City of Suisun City's application for the FFY 2006 Office of Traffic Safety (OTS) grant. The City of Suisun City is applying for \$15,000 in OTS funding for the procurement of speed measuring devices. The devices are Nu-metrics speed measuring devices that are also capable of being used as traffic counters. The benefits of having this device will allow Suisun City to track, identify and analyze real or perceived traffic safety problems. The Department of Public Works will be charged with the responsibility of implementing this new/proposed program, but involvement of the Police Department and the City Traffic Committee will be critical in ensuring its success and effectiveness. The STA fully supports the City of Suisun City's application for the OTS program.

If you have any questions, please contact Mike Duncan, Director for Projects, or me at (707) 424-6075.

Sincerely,

Dan Christians  
Assistant Executive Director /  
Director for Planning

Cc: Jim Spring, Mayor, City of Suisun City  
Gary Cullen, Public Works, City of Suisun City  
STA Chron File





DATE: February 1, 2005  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Pedestrian Advisory Committee Member Appointment

**Background:**

In July 2003, the STA Board created a Pedestrian Advisory Committee (PAC) consisting of residents from each of the cities and the County of Solano plus members from pedestrian trail interest groups. The PAC included:

- (8) Citizen members nominated by each city and the County of Solano
- (1) Solano County Agricultural Advisory Committee
- (1) School District
- (1) Bay Trail
- (1) Ridge Trail
- (1) Tri-City
- (1) Solano Land Trust
- (1) Pedestrian Path User (Member-at-Large)

The PAC replaced the STA's Trails Advisory Committee (TRAC). The PAC's primary responsibility is to advise the STA Board on the implementation of the Solano Countywide Pedestrian Plan. Members of the PAC will also assist STA staff in the implementation of the Metropolitan Transportation Commission's (MTC) Regional Bicycle/ Pedestrian Program and the recommendations for distributing Transportation Development Act (TDA) Article 3 funds.

**Discussion:**

The PAC currently has a total of five members or residents from the Tri-City Group, Bay Area Ridge Trail Council, City of Suisun City, City of Vacaville, and City of Benicia. STA staff will continue to work with agencies or cities that do not have PAC participants to submit nominations.

Recently, Allan Deal, resident of Benicia, submitted a brief Letter of Interest and a Resume to be considered for the Member-at-Large position. Mr. Deal is an avid walker and has a strong interest in pedestrian improvements and safety to transit facilities. Mr. Deal is a retired architect with 40+ years in planning and architecture related experience (see Attachment A).

**Recommendations:**

Appoint Allan H. Deal to the Pedestrian Advisory Committee for a three-year term.

**Attachment:**

A. Allan H. Deal's Letter of Interest and Resume

JAN 27 2005

**ALLAN H. DEAL, ARCHITECT**



680 West "J" Street ♦ Benicia, California, 94510 ♦ U.S.A.  
Phone (707) 746 5821

January 25, 2005

Robert Guerrero, Associate Planner  
Solano Transportation Authority  
One Harbor Center  
Suisun City, California 94585

*Robert*

Dear Mr. Guerrero,

As discussed by telephone I am sending you (enclosed) a brief resume for your use. I am very interested in the work of the Solano Pedestrian Advisory Committee and, if appointed, would be happy to serve as the Member-at-Large for the Committee.

Sincerely,

A handwritten signature in cursive script, appearing to read "Allan".

Allan H. Deal, Architect

**ALLAN H. DEAL**

- LICENCED ARCHITECT IN STATE OF CALIFORNIA, NO C-4922, 1966
- GRADUATE OF UNIVERSITY OF CALIFORNIA, BERKELEY, COLLEGE OF ENVIRONMENTAL DESIGN, 1959
- 40+ YEARS OF EXPERIENCE IN ARCHITECTURE AND PLANNING, 1959 TO PRESENT
- 10 YEARS OF PRACTICE ON THE ISLAND OF GUAM INCLUDING WORK IN THE NORTHERN MARIANAS, THE CAROLINE ISLANDS AND ON NAURU IN THE CENTRAL PACIFIC, 1971 TO 1980
- 2 1/2 YEAR RESIDENT OF BENICIA, 2002 TO PRESENT
- RECENTLY COMPLETED DESIGN AND CONSTRUCTION OF OUR NEW HOME ON WEST 'J' STREET IN BENICIA, 2004
- MEMBER OF 4 HIKING CLUBS, 1987 TO PRESENT
- HIKE LEADER AND WALKER AND BELIEVE IN WALKING AS A MEANS OF GETTING PLACES
- IN BENICIA WE WALK TO TOWN, TO SHOPS, AND TO BUS STOP, USE BART TO AIRPORT
- INTERESTED IN ALTERNATIVES TO GOING EVERYWHERE BY CAR
- IN MY MANY YEARS OF ARCHITECTURAL EXPERIENCE I HAVE ENJOYED INTEGRATING MY ARCHITECTURAL DESIGNS INTO THE ENVIRONMENT



DATE: February 1, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Solano County Projects in MTC's Regional T-2030 Plan

**Background:**

Every three years, Metropolitan Planning Organizations (MPOs) are required to develop and/or update regional transportation plans (RTP's) based on a variety of planning factors. Two critical requirements that pertain to developing a RTP is to demonstrate air quality conformity and that the plan is fiscally constrained. The Metropolitan Transportation Commission (MTC) is the federally designated MPO for the Bay Area and its nine counties. Besides air quality conformity requirements, one of the main purposes of a RTP is to make transportation funding estimates for the next 25 years. This plan sets forth the basic funding categories for each project or program and separate funding cycles are established before funding is actually programmed.

MTC priorities have made progress on two fronts. First, the T-2030 Phase I deliberations resulted in the creation of new programmatic commitments for regional bicycle/pedestrian and "lifeline" investment that will be featured in both the financially constrained and "Big Tent" elements of Transportation 2030. Second, the Transportation and Land Use Platform MTC adopted in December 2003 provides a foundation for a continuing policy focus of the long-range plan. The next major piece of work was for the "Big Tent" was to develop the financial game plan to fund the significant transit and road rehabilitation shortfalls identified in Phase I, as well as to fund the system efficiency and capacity improvements needed to keep pace with the region's growth.

On May 12, 2004, the STA Board approved a list of fiscally constrained T-2030 Track 1 and Inter-regional Transportation Improvement Program (ITIP) projects for submittal to MTC, based upon the \$277.8 million of federal and state funds currently projected for Solano County over the next 25 years. On June 9, 2004 the STA Board also approved a Proposed list of Big Tent projects for T-2030 for Solano County. The Big Tent list of projects is intended to be in addition to the Track 1 and ITIP list and will require significant new revenues such as a local sales tax measure.

In November/December 2004, MTC released the Draft Environmental Impact Report (DEIR) and the Draft Transportation 2030 (T-2030) Plan dated October 2004 for public comments. The formal comment period on policy matters or alternatives on these documents ended on January 7, 2005. Additional technical comments on the projects listed in the Fiscally Constrained Element (formerly called Track 1 and ITIP) and Vision Element (formerly called

Big Tent) (both included in Appendix One to T-2030) could still be submitted to MTC staff through the end of January 2005.

The final schedule for T-2030 includes a recommendation from MTC's Planning and Operations Committee (Chaired by Mayor Jim Spering) at their next meeting on February 11, 2005 and approval by the MTC Commission on February 23, 2005.

**Discussion:**

STA staff reviewed the Solano County project listings in MTC's Regional T-2030 Plan. During the past few weeks, STA staff has worked with MTC staff to submit refinements on the costs, for the fiscally constrained and vision elements listed in Appendix One for Solano County projects. The approved funding amounts and project list for fiscally constrained projects approved by the STA Board on May 12, 2004 (previously called the Track 1 and ITIP) have remained substantially the same as previously approved by the Board with some further refinements to the project descriptions.

However, STA staff determined it was important to obtain closer consistency with the Funding Needs that has been recently prepared for the draft Solano Comprehensive Transportation Plan 2030. The total costs now shown in the vision element of T-2030 have the most recent dollar amounts and projects as included in the Draft CTP. Just like the CTP, staff believes that the T-2030 Plan should serve as an advocacy document to secure additional local, state and federal funding.

Attached is the revised Solano County Project Listings for T-2030, Appendix One (Attachment A).

**Fiscal Impact:**

None.

**Recommendation:**

Support the revised T-2030 Projects for Solano County as specified in Attachment A.

Attachments:

A. Revised Solano County Project Listings for T-2030, Appendix One of T-2030 Plan

## appendix one

## projects by county

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94681	Local streets and roads pavement and non-pavement maintenance	\$367.8	\$367.8		
94138	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$43.6	\$43.6		
94139	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall	\$551.2	\$41.0	\$510.2	
94683	Vallejo Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$572.9	\$562.5	\$10.4	
21869	Local bridge maintenance	\$29.3	\$29.3		
22711 <sup>†</sup>	Senior/disabled transit capital and operating funds	<del>\$106.0</del> \$129.2		<del>\$106.0</del> \$129.2	
<b>System Efficiency</b>					
94153 <sup>†</sup>	Non-capacity-increasing safety projects to improve congested intersections, local arterials and highways	<del>\$29.0</del> \$80.0	\$3.0	<del>\$26.0</del> \$77.0	
98212	Local bicycle and pedestrian projects	<del>\$21.8</del> \$56.0	<del>\$21.8</del> \$34.0		
21823 <sup>†</sup>	Route 12 from Sacramento River to I-80 operational and safety improvements as identified in Route 12 Major Investment Study (MIS)	\$42.7	\$42.7		State Highway Operation and Protection Program (SHOPP) project
22623*	Widen Nut Tree overcrossing from 2 lanes to 4 lanes (includes left-turn lane and ramp improvements)	\$10.0	\$10.0		
22625 <sup>†</sup>	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$14.0	\$14.0		100% locally funded
22630 <sup>†</sup>	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	\$9.5	\$9.5		100% locally funded
22631 <sup>†</sup>	Route 12 westbound (Red Top Road) truck lane	\$10.2	\$10.2		State Highway Operation and Protection Program (SHOPP) project
22899 <sup>†</sup>	Widen Route 12 between Suisun City and Rio Vista from 2 lanes to 4 lanes (includes study of new Rio Vista Bridge)	\$26.0	\$26.0		State Highway Operation and Protection Program (SHOPP) project
<b>Strategic Expansion</b>					
94148 <sup>†</sup>	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	\$40.0	<del>\$40.0</del> \$20.0	\$20.0	Includes funding from Regional Measure 2 Toll Bridge Program and State Transportation Improvement Program (STIP) funds for Benecia Siding Project

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

# Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
<b>Strategic Expansion</b>					
94150*	I-80/I-680/Route 12 interchange improvements (Phase 1); includes 2-lane connectors and auxiliary lanes between Green Valley Road and Cordella truck weigh station (Phase 1) between I-80 and I-680 and a fifth lane in each direction on I-80 between I-680 and Route 12.	\$18.6	\$18.6		This is the auxiliary lane project.
22701	I-80/I-680/Route 12 interchange improvements, (Phase 3); including partial relocation/reconstruction of Cordella truck weigh station; ramp improvements and auxiliary lanes (as identified in I-80/I-680/I-780 Corridor Study)	<del>\$289.0</del> \$532.5	\$100.0	<del>\$260.0</del> \$432.5	
94151 <sup>†</sup>	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	<del>\$141.0</del> \$101.1	<del>\$95.5</del> \$70.4	<del>\$45.5</del> \$30.7	Segments 1, 3, and 5 are completed
94152	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	<del>\$52.0</del> \$51.0	<del>\$52.0</del> \$51.0		See companion Napa County project #94074 on page 97
94675*	Widen Route 37 from Napa River Bridge to Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting and environmental mitigation	\$58.0	\$58.0		
98168	Intercity bus service and transit hubs in Solano County (capital costs)	<del>\$25.0</del> \$78.0	\$25.0	\$53.0	
21341 <sup>†</sup>	Project development for new Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County (Phases 1, 2 and 3)	<del>\$13.0</del> \$34.0	<del>\$13.0</del> \$34.0		See Solano County project #94148 on page 116 for the Capitol Corridor portion (\$17 million in Includes Regional Measure 2 Toll Bridge Program funds)
21348	Install a second span along existing Green Valley Bridge to facilitate 4 lanes of travel each way and an acceleration/deceleration lane in each direction	\$16.8	\$16.8		100% locally funded
21807 <sup>†</sup>	I-80/I-680/Route 12 interchange improvements (Phase 2); widen I-80 from I-680 Route 12 to Air Base Parkway from 8 lanes to 10 lanes for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	<del>\$123.5</del> \$139.5	<del>\$123.5</del> \$139.5		Partially funded with Regional Measure 2 Toll Bridge Program funds
21809	Match for improvements to local interchanges and arterials	<del>\$2.0</del> \$418.0	\$2.0	\$416.0	
22626 <sup>†</sup>	Route 29/Route 37 interchange improvements (includes new 4-lane freeway on new alignment between Enterprise Street and Diablo Street)	\$62.0	\$62.0		100% locally funded
22628*	Realign Wilson Avenue from Florida Street to Route 37 to accommodate pedestrians and bicyclists (Phase 2)	\$16.5	\$16.5		100% locally funded
22629 <sup>†</sup>	New Vallejo Ferry Terminal intermodal facility	<del>\$52.0</del> \$56.0	<del>\$52.0</del> \$46.9	\$9.1	Partially funded with Regional Measure 2 Toll Bridge Program funds
22632 <sup>†</sup>	American Canyon Road ramp improvements overpass at I-80	\$8.2	\$8.2		100% locally funded
22633	Widen Azuar Drive/Cedar Avenue from 2 lanes to 4 lanes from P Street to Residential Parkway	\$9.0	\$9.0		
22634 <sup>†</sup>	Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)	\$9.0	\$9.0		Partially funded with Regional Measure 2 Toll Bridge Program funds
22700 <sup>†</sup>	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Red Top Road to Business Center Drive)	\$68.0	\$68.0		Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project

# projects by county

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22703†	I-80/I-680/I-780 corridor mid-term and long-term capacity and operation improvements except transit hubs and park-and-ride lots (as identified in I-80/I-680/I-780 Corridor Study)	<del>\$444.4</del> \$1,058.1	\$94.4	<del>\$360.0</del> \$963.7	
22794†	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	\$12.0	\$12.0		Partially funded with Regional Measure 2 Toll Bridge Program funds
22795†	Fairfield Transportation Center Improvements (Phase 3) (add 600 parking spaces)	<del>\$26.5</del> \$14.5	<del>\$26.5</del> \$14.5		Partially funded with Regional Measure 2 Toll Bridge Program funds
22898†	Widen I-80 from 6 lanes to 8 lanes from west of Meridian Road to west of Kidwell Road	\$60.0	\$60.0		
22985†	Benicia Intermodal Transportation Station	<del>\$16.4</del> \$30.0	<del>\$16.4</del> \$4.3	\$25.7	Partially funded with Regional Measure 2 Toll Bridge Program funds
22986*	Widen and improve Broadway from 2 lanes to 4 lanes between Route 37 and Mini Drive	\$4.9	\$4.9		100% locally funded
22708	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 1) as identified in Route 12 Major Investment Study (MIS)	\$3.3	\$3.3		
21824†	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 2) as identified in Route 12 Major Investment Study (MIS)	<del>\$75.0</del> \$101.7		<del>\$75.0</del> \$101.7	
22712†	Expanded express bus capital and operating funds	<del>\$98.0</del> \$71.8		<del>\$98.0</del> \$71.8	
22716†	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	<del>\$95.1</del> \$50.0	<del>\$45.1</del>	\$50.0	
22988†	Commuter Rail Service — Sacramento to Oakland (capital and operating funds) with new stations in Fairfield/Vacaville, Dixon, and Benicia	\$113.0		\$113.0	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.





DATE: January 27, 2005  
TO: STA Board  
FROM: Jennifer Tongson, Project Assistant  
RE: Approval of Draft FY 2004-05 Disadvantaged Business Enterprise (DBE) Program

**Background:**

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

Determining a reasonable goal for DBE participation in STA contracts is a two-step process. The first step evaluates the relative availability of DBE firms willing to work in Solano County for the types of consultant work typically needed by the STA. Step 2 evaluates the STA's own contracting history for DBE participation and adjusts, if necessary, the base figure determined in Step 1. Based upon the two-step process, STA staff determined the draft DBE Goal for Federal Fiscal Year 2004-05 is 8.2% (see Attachment A).

**Discussion:**

In November 2004, Caltrans approved the draft DBE program and notified the STA to begin the public comment process. Public notices were published in the local newspapers on December 1, 2004 for a 30-day public review/45-day public comment period from the date of publication. Copies of the DBE program were distributed to all the public libraries in Solano County. The DBE program review period ended on December 31, 2004, and the comment period ended on January 14, 2005.

As part of the public comment process, a public hearing was held at the January 12<sup>th</sup> Board meeting. Since the STA did not receive comments at the public hearing or during the public comment period, the draft DBE Program will be presented to the STA Board for formal adoption, and then will be forwarded to Caltrans for final approval.

**Fiscal Impact:**

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

**Recommendation:**

Approve the STA's Draft FY 2004-05 DBE Program.

Attachment:

A. "Goal Setting Methodology," Draft FY 2004-05 DBE Program.

## GOAL SETTING METHODOLOGY

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

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

### Step One Process: Census Bureau Data and DBE Directory

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

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

The second stage is to determine which categories of work the STA will be contracting out with federal funds. For FY 2004-05, the STA plans to award one (1) federal-aid contract to perform duties in civil and traffic engineering and public relations (see Attachment G). These activities were matched with their respective North American Industry Classification System (NAICS) codes, which are used to identify DBE firms in the Caltrans DBE database.

NAICS	NAICS Description
541330	Engineering Services (used for Civil and Traffic Engineering)
541820	Public Relations Agencies

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

Type of Activity	Ratio of DBE/Total
Engineering Services – NAICS 541330	7.9%
Public Relations Agencies – NAICS 541820	9.4%

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

Type of Activity	Weight
Engineering Services – NAICS 541330	80%
Public Relations Agencies – NAICS 541820	20%

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

$$\begin{aligned}
 \text{Step One Base Figure} &= \\
 &\quad \text{Engineering} \qquad \qquad \text{Public Relations} \\
 &= [ (.079 * .80) + \qquad (.094 * .20) ] \qquad * 100 \\
 &= [ (0.0632) + \qquad (0.0188) ] \qquad * 100 \\
 &= \mathbf{8.2\%}
 \end{aligned}$$

**The Step One Base Figure, weighted by type of work to be performed, is 8.2%.**

## **Step Two Process: History**

The purpose of the Step Two analysis is to determine if an upward or downward adjustment to the base goal is justified based on relevant evidence available to the STA. Over the last five years, the STA issued four contracts with federal funds totaling approximately \$1.9 million: 1) the Jepson Parkway (I-80 Reliever Route), 2) the I-80/680/780 Corridor Study (Segments 2-7), 3) the Solano Countywide Trails Plan, and 4) the Environmental Impact Report for the Traffic Congestion Relief Plan. These four projects were evaluated to determine the total DBE participation. The evaluation showed that only 6.4% of the total federal funds awarded within the past five years have DBE participation (see Attachment C). From this information, it was concluded that the STA does not award a significant amount of federally funded contracts to warrant an adjustment to the base figure goal on the basis of past participation.

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

**There will be no adjustment to the Step One base figure. Therefore, the overall annual DBE goal, or the Step Two goal, will remain at 8.2%.**

## **Race-Neutral / Race-Conscious Split:**

In order to meet the annual DBE goals in the past and because the STA awards only a small number of federally funded projects in a given year, a DBE component has been included for every project using federal funds. By including a DBE goal in every federally funded contract, the STA is using race-conscious measures to achieve its DBE goal. As shown in Step Two, only 6.4% of the total federal funds awarded within the past five years have DBE participation, which is only slightly lower than the overall annual goal of 8.2% established in Step One. The most effective way to achieve this year's DBE goal of 8.2% is to continue to use race-conscious measures. Therefore the annual DBE goal is 8.2%, and will be exclusively race-conscious. (If the STA is successful in exceeding this year's goal, the difference between goal and achievement will be taken into consideration in next year's calculation for the DBE Race-Neutral / Race-Conscious Split.)

## **Conclusion:**

**The annual DBE goal for FY 2004-05 is 8.2%, and will be exclusively race-conscious.**





DATE: February 1, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
Elizabeth Richards, SNCI Program Director  
RE: SolanoLinks Marketing

**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoLinks Transit program, and the Solano Napa Commuter Information (SNCI) Program. The STA strives to inform the public about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, and the media.

The STA also coordinates the marketing of SolanoLinks intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, and other activities. There has not been an identity or marketing specifically of Solano Paratransit.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

**Discussion:**

The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past two years to assist in this effort. Last month the STA Board approved an amendment to the existing contract in the amount not-to-exceed \$84,000. The accompanying scope of work included a task to market new Regional Measure 2 (RM 2) services. These are increased levels of bus and ferry services that Vallejo Transit plans to deliver in April 2005 thanks to new funding from RM 2 revenues obtained from the new third dollar toll increase on the seven state owned Bay Area bridges. Of the \$84,000, \$25,000 was assigned to this task. Subsequent to the STA Board's approval, but prior to the completion of the contract amendment, staff learned that Vallejo Transit had completed the design work for the marketing work and has identified a qualified contractor to complete the specialized task. Therefore, there is no need to have the STA's marketing consultant work on this

product, but Vallejo Transit has requested the funds be allocated to help implement the specifics of the Marketing Plan for new RM 2 funded express bus and ferry service. Staff has notified MIG of this proposed modification. Staff recommends that funds to be provided to the City of Vallejo directly for marketing of RM 2 services as outlined on Attachment C.

**Fiscal Impact:**

There is no impact. The funds are being reduced from one commitment and moved to another entity to perform the same tasks.

**Recommendation:**

Approve the following:

1. Reduce the amendment of the existing contract with MIG from a not to exceed amount of \$84,000 to \$59,000.
2. Allocate \$25,000 of SolanoLinks marketing funds to the City of Vallejo to market new RM 2 services.

Attachment:

- A. Proposed Marketing Tasks (Phase I) and Newly Amended MIG Scope of Work
- B. Amended Proposed Budget Amendment for MIG
- C. Proposed Scope for Vallejo RM 2 Marketing

**Proposed Marketing Plan (Phase I) Tasks  
and  
Scope of Work**

**Projects:**

**STA – Overall Agency Products**

- STA Agency brochure “Working for You”: Redesign, rewrite, print color brochure
- State legislative brochure: Redesign to be more user friendly. 16-page plus cover, color document with photos.
- Federal reauthorization booklet: Redesign to be more user friendly. 12-page plus cover, color document with photos.
- TEA-21 Reauthorization booklet: Redesign to more user friendly. 12-page plus cover, color document with photos.

**SolanoLinks Intercity Transit**

- Rt. 30 Marketing: Beginning in Spring 2005, initiate bus “tour” to three destination cities and create publicity materials.
- Rio Vista Transit: Develop branding/marketing strategy for Rio Vista Transit and design/print initial materials to coincide with early 2005 service changes.

**SNCI:**

- Emergency Ride Home: Complete development of and launch countywide Emergency Ride Home program.
- Year-end employer/vanpool mailer: Develop mailer/calendar for SNCI client distribution.
- Bus wrap design: Design bus wrap.

**Proposed Amendment**  
**for**  
**MIG**

**Cost Breakdown:**

STA/Solanolinks	\$37,000
SNCI	\$22,000
Total.....	<b>\$59,000</b>

**Proposed Scope of Work  
City of Vallejo  
Marketing RM2 Services**

- Implement new Baylink Ferry brand with new RM2 services.
- Apply new brand on three ferry boats.

Cost: \$25,000





DATE: February 2, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Reprogramming FY 2005-06 State Transportation Improvement Program (STIP) Projects

**Background**

The 2004 State Transportation Improvement Program (STIP) has been at a virtual standstill since May 2003 due to the State budget problems and the diversion of transportation funds to the General Fund. The California Transportation Commission (CTC) has made no STIP allocations for new projects since Spring 2003.

**Discussion**

The California Transportation Commission (CTC) announced recently that without additional State funding, STIP allocations would continue to be frozen. Any additional transportation Federal funding that may be provided to the State would need to be channeled into the State Highway Operations and Protection Program (SHOPP) for maintaining existing transportation infrastructure.

Even though STIP allocations are frozen for the foreseeable future, projects that are currently programmed must still meet the timely use of funds and project delivery requirements established by Senate Bill (SB) 45. SB 45 requires projects to receive an allocation by the end of the fiscal year of programming. For agencies with projects programmed in the STIP, allocation requests must be submitted even though the CTC has suspended all new STIP allocations.

Solano County agencies have several projects programmed in the STIP for FY 2005-06 (see Attachment A). If the project sponsors do not plan to seek an allocation in FY 2005-06, these projects must be moved to later years. In order to move these projects, the Metropolitan Transportation Commission (MTC) must be notified immediately in order to move these projects before the end of FY 2004-05. Projects in a current fiscal year cannot be reprogrammed to a later fiscal year. Project sponsors for local projects determined that allocations would be requested for the local projects in FY 2005-06.

The I-80/680/12 Interchange project has \$2.0M currently programmed in FY 2005-06 as a contingency to fund the Environmental Phase of the project if Traffic Congestion Relief Program (TCRP) funds are not appropriated in FY 2005-06. Due to the uncertainty of the STIP funds, the Board authorized programming \$2.0M in Regional Measure 2 (RM 2) funds for this purpose; therefore, the STIP funds will not be required in FY 2005-06. Additionally, the proposed change moves STIP funds programmed in FY 2007-08 and a portion of the

funds programmed in FY 2008-09 to FY 2006-07 to coincide with the projected fiscal year needed for design and/or right-of-way. Staff recommends moving these funds to FY 2006-07, bringing to \$8.512M the total STIP funds for this project in FY 2006-07.

The I-80 HOV Lanes project from the Carquinez Bridge to SR 29 has \$1.5M currently programmed in FY 2005-06 based upon an estimate provided by Caltrans. After further evaluation of the project, Caltrans determined that structural improvements and potential additional right-of-way may be required for the project, significantly increasing project costs to approximately \$7.0M. Caltrans has requested that \$500,000 of the \$1.5M remain in FY 2005-06 for the environmental and project development phase of the project, but that the remaining \$1.0M be removed from the project. Caltrans and STA will seek full funding for construction of the project in a later fiscal year through the 2006 STIP process. Staff recommends the \$1.0M be returned to the Jepson Parkway project in FY 2006-07. These funds were programmed from the \$4.65M in STIP funds for the Jepson Parkway that were originally programmed for the I-80/Leisure Town Overcrossing that were replaced with federal Surface Transportation Program (STP) funds.

Attachment B shows the proposed changes in *bold italics*.

**Recommendation:**

Approve reprogramming of Solano County FY 2005-06 STIP funds as specified in Attachment B.

Attachments

- A. 2004 STIP for Solano County (approved by STA Board on April 14, 2004)
- B. Proposed Reprogramming of 2004 STIP

2004 State Transportation Improvement Program (STIP)  
For Solano County

Solano Transportation Authority

(Approved by STA Board April 14, 2004)

Projects	2002 STIP						2004 STIP						Total
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	FY10/11		
Planning, Programming & Monitoring (STA) Pending	75.0												75.0
Planning, Programming & Monitoring (MTC) Pending	26.0												26.0
Planning, Programming & Monitoring (STA)	4,650.0												323.0
Jepson Parkway between SR 12 and I-80		250.0		6,900.0									3,550.0
Jepson - Walters, Vanden & Leisure Town Roads		2,400.0	5,500.0										7,900.0
Jepson - Vanden			3,300.0										3,300.0
Jepson - Walters Extension													
Road Rehabilitation (8 Separate Projects)													
- Benicia, West "K" Street Overlay (\$154K)				154.0									154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0									105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0									364.0
- Solano County, Various Roads Overlay (\$393K)				393.0									393.0
- Suisun City, Pavement Rehabilitation (\$140K)				140.0									140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0									342.0
- Vallejo, Lenon Street Rehabilitation (\$428K)				428.0									428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0									74.0
Fairfield Vacaville Rail Station	125.0	2,125.0											2,250.0
Bahia Viaduct	1,000.0												1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0											1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0									11,735.0
Vallejo Station		1,200.0	3,000.0	3,100.0									7,300.0
Vallejo Ferry Maintenance Facility	425.0												425.0
CMAQ Match Reserve	178.0												178.0
SR 37 Mitigation Planting			428.0										428.0
Extend I-80 HOV from Carquinez Bridge to SR 29													1,500.0
Totals	6,704.0	7,075.0	19,428.0	16,535.0									50,142.0
"Fair-share" amount available to Solano County					151.0	5,954.0	19,154.0	14,551.0	10,332.0				50,142.0
Yearly amount over (+) or under (-)					1,481.0	14,331.0	12,124.0	11,882.0	10,324.0				50,142.0
Cumulative amount over or under					-1,330.0	-8,377.0	7,030.0	2,669.0	8.0				8.0
					-1,330.0	-9,707.0	-2,677.0	-8.0	0.0				0.0
TE - Reserve Lump Sum						1,629.0	578.0	590.0	601.0				3,398.0

2004 State Transportation Improvement Program (STIP)  
For Solano County

Solano Transportation Authority

(Proposed Reprogramming 2-9-05)

Projects	2002 STIP				2004 STIP				Total
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY07/08	FY08/09	
Planning, Programming & Monitoring (STA) Pending	75.0				75.0				75.0
Planning, Programming & Monitoring (MTC) Pending	26.0				26.0				26.0
Planning, Programming & Monitoring (STA)	4,650.0				50.0	51.0	51.0	120.0	323.0
Jepson Parkway between SR 12 and I-80		250.0	5,500.0	6,900.0		4,550.0			4,550.0
Jepson - Walters, Vandenberg & Leisure Town Roads		2,400.0	3,300.0			250.0	3,000.0	3,900.0	7,150.0
Jepson - Vandenberg						2,400.0	5,500.0		7,900.0
Jepson - Walters Extension								3,300.0	3,300.0
Road Rehabilitation (8 Separate Projects)									
- Benicia, West "K" Street Overlay (\$154K)				154.0		154.0			154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0		105.0			105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0		364.0			364.0
- Solano County, Various Roads Overlay (\$393K)				393.0		393.0			393.0
- Suisun City, Pavement Rehabilitation (\$140K)				140.0		140.0			140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0		342.0			342.0
- Vallejo, Lemon Street Rehabilitation (\$428K)				428.0		428.0			428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0		74.0			74.0
Fairfield Vacaville Rail Station	125.0	2,125.0				125.0	2,125.0		2,250.0
Bahia Viaduct	1,000.0					1,000.0			1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0				225.0	1,100.0		1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0		0.0	8,572.0	0.0	11,412.0
Vallejo Station		1,200.0	3,000.0	3,100.0		1,200.0	3,000.0	3,100.0	7,300.0
Vallejo Ferry Maintenance Facility	425.0					425.0			425.0
CMAQ Match Reserve	178.0					428.0			178.0
SR 37 Mitigation Planting			428.0			428.0			428.0
Extend I-80 HOV from Carquinez Bridge to SR 29						500.0			500.0
Totals	6,704.0	7,075.0	19,428.0	16,535.0	151.0	2,954.0	25,166.0	11,651.0	10,220.0
"Fair-share" amount available to Solano County					1,481.0	14,331.0	12,124.0	11,882.0	10,324.0
Yearly amount over (+) or under (-)					-1,330.0	-11,377.0	13,042.0	-231.0	-104.0
Cumulative amount over or under					-1,330.0	-12,707.0	335.0	104.0	0.0
TE - Reserve Lump Sum						1,629.0	578.0	590.0	601.0
									3,398.0



DATE: January 31, 2005  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: STA Board Retreat to Discuss Funding CTP and New Initiatives

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In follow up to the STA Board's approval of the FY 2004/05 and 2005/06 budget in July 2004, staff reviewed and updated all of the priority projects contained in the STA's Overall Work Plan (OWP). This topic was presented in a workshop styled format at the STA Board meeting of September 8, 2004 to provide members of the STA Board with the opportunity to query staff, discuss various projects and set priorities. In October 2004, the STA Board adopted its updated Overall Work Program/Priority Projects for Fiscal Years 2004/05 and 2005/06 consistent with the adoption of its two-year budget.

**Discussion:**

The updated OWP includes a list of 42 specific priority projects and programs (see attachment A). Several of these programs are new initiatives that will require the following: 1) Detailed analysis of the issue; 2) Development of implementation alternatives, specifics, and pros and cons for each alternative; 3) Initiation and implementation of an extensive public education, outreach and input effort; and 4) The development of consensus, collaboration and support for each of these specific programs among the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano. Based on discussions with the new STA Chair Mary Courville and the STA Board's Executive Committee and the recognition that the successful implementation of several of these new efforts will require early participation and support by the STA's member agencies and the public, the STA Board has scheduled a special Board Retreat on Thursday, February 17, 2005, at the Travis Credit Union in Vacaville. Both STA Board Members and their Board Alternates have been invited to attend and participate. Interested members of the STA TAC and the Transit Consortium are also invited to attend.

Staff is scheduled to present a draft agenda for the Board Retreat to the STA Board's Executive Committee on February 2, 2005. The list of staff recommended topics are included with attachment A and have been derived from the STA Board adopted Overall Work Program for FY 2004/05 & 2005/06. At the STA Board meeting, staff will provide an overview of some of the proposed topics scheduled to be discussed by the STA Board at the retreat and request approval of the agenda for the Board Retreat. Staff is currently preparing a binder of background materials that will be provided to the STA Board Members and Alternates the week prior to the February 17, 2005 Board Retreat.

**Recommendation:**

Approve the following:

1. Schedule a special STA Board Retreat for Thursday, February 17, 2005, at 9:00 a.m. at the Travis Credit Union in Vacaville.
2. The meeting agenda for the STA Board Retreat as specified in attachment B.

**Attachment:**

- A. STA's Adopted Overall Work Program (Priority Projects) for FY 2004-05 and FY 2005-06
- B. Draft Agenda for STA Board Retreat scheduled for Thursday, February 17, 2005, at 9:00 a.m., at Travis Credit Union in Vacaville



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
1.	I-80/680/SR 12 Interchange A. Interchange EIR/EIS B. Cordelia Truck Scales Relocation Study (Completed) Status: Env Scoping Meeting held in May 2003. Environmental studies are underway.  Estimated Completion Date (ECD): 2007	STA	TCRP	X	X	\$8.1 mil for EIR/EIS \$740 mil. -\$1 bil. (Capital cost)
2.	North Connector EIR/EA Status: Env Scoping Meeting held in March 2003. Environmental studies are underway. ECD: Spring/Summer 2005	STA	TCRP	X	X	\$2.7 mil for EIR/EA \$68 mil. (Capital Cost)
79	I-80/680 Auxiliary Lane Project Status: Bids opened on 11/5/03. Construction started in March 2004. ECD: December 2004	Caltrans	ITIP SHOPP	ECD: December 2004		\$15 mil. (Capital Cost)



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR FY 2004-05 and 2005-06  
LAST UPDATED 9-29-04  
(NOT IN ORDER OF PRIORITY)**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
4.	<p>I-80-SR 12 West-Truck Climbing Lane Project Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled to start in 2006 depending on the availability of SHOPP funds. STA to pursue construction funding for FY 05-06. ECD: 2007</p>	Caltrans	SHOPP (2004)	X	X	\$7 mil.
5.	<p>I-80 HOV Projects Status: A. SR 12 W to Air Base Parkway – This portion of the project is included as part of the I-80/I-680/SR 12 Interchange Project. Construction is programmed with RM-2 funds. ECD: 2008-2009 B. Air Base Parkway to I-505 – This project is Long-Term project #25 and is unfunded.</p>	STA	TCRP RM-2  Unfunded	X	X	\$78 mil. (Capital Cost)  \$111 mil. (Capital Cost)
6.	<p>I-80 Red Top Slide Project Status: North side complete. South side under construction. ECD: December 2005</p>	Caltrans	SHOPP	ECD: Fall 2005		\$11.3 mil.
7.	<p>I-80 Corridor Project PSR's Status: I-80/I-680/I-780 Corridor Study identified eligible projects. ECD: Recommended to be an ongoing program.</p>	Caltrans STA	STP STP/CMAQ Swap		X	NA



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR FY 2004-05 and 2005-06  
LAST UPDATED 9-29-04  
(NOT IN ORDER OF PRIORITY)**

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
8.	Develop funding strategy for I-80/680/780 Corridor Study Mid-term and Long-term Projects including Corridor Management and ITS. ECD: 2004/2005	STA	STIP-PPM	X		N/A
9.	Benicia-Martinez Bridge Status: After several delays, bridge construction is continuing. ECD: 2007	Caltrans	RM-1	X	X	\$1.1 bil.
10.	Hwy 12 Jameson Canyon EIR/EIS Status: Only \$4.1M in TCRP funds and \$1.5M in Napa STIP funds were allocated for the EIR/EIS. Caltrans has reported the EIR/EIS is back on schedule. ECD: 2006	Caltrans	TCRP STIP (Napa)	X	X	\$5.6 mil for EIR/EIS \$104 mil (Capital Cost)
11.	Highway 12 SHOPP Projects A. Road Improvements Scandia to Denverton B. Road Improvements Denverton to Currie Status: Environmental for both projects underway. Programmed in 2004 SHOPP Program. ECD: 2008 for both projects.	Caltrans	SHOPP SHOPP	X X	X X	\$36.5 mil.
12.	SR 12 MIS Operational Strategy Status: The Operational Strategy will provide a list of prioritized projects based upon the MIS completed in 2001. ECD: 2004/2005	STA	Gas Tax	ECD: 2004/2005		\$10,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
13.	S.R. 12 Re-alignment and Rio Vista Bridge Feasibility Study Status: Preparation of new planning grant application and request for support letters complete and submitted. Waiting decision by Caltrans. STP/CMAQ swap funds also available for funding. ECD: 2006	STA	State Planning Grant STP/CMAQ Swap		X	\$250,000
14.	SR29 MIS Status: New project, unfunded	STA	Unfunded		X	\$150,000
15.	Highway 37 Project A. Phases II B. Phase III and Landscaping Status: Construction is underway and on-schedule for both projects. ECD: January 2005 for Phase II and December 2005 for Phase III.	Caltrans	STIP ITIP, RTIP	X X	ECD: December 2005	\$118 mil.
16.	Highway 113 SHOPP Projects A. Maintenance Project (SR12 to Cherry)(Complete) B. In Downtown Dixon – Reconstruct SR 113 Status: Project A is complete. Project B is being designed by the City; approved in 2004 SHOPP. ECD: Project B – 2005.	Caltrans	SHOPP	X	Construction in Summer 2005	\$2.5 mil.
17.	SR 113 MIS Status: FY 2005-06	STA	STP/CMAQ Swap		X	\$150,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
18.	<p>Jepson Parkway Project            A. EIS/EIR            B. Walters Road Widening            C. Leisure Town Interchange            D. Update Concept Plan upon completion of Environmental</p> <p>Status: Project A is underway. Project B and C are under construction.            ECD: Project A – 2005, Project B – 2004/2005, Project C – 2006, Project D – 2005/2006</p>	<p>STA            Suisun City            Vacaville</p>	<p>STIP            Fed Deno            Fed Demo            Local            Fed Demo            STIP            Local            STIP</p>	<p>X            X            X</p>	<p>X            X</p>	<p>\$1.4 mil.            \$6.1 mil.            \$22 mil.            \$25,000</p>
19.	<p>Develop Local Interchange and Highway Landscaping Policies            ECD: 2004.</p>	STA	General Fund	Complete in 2004/05		NA
20.	<p>Union Street/Main Street Reopening Feasibility Study            Status: Draft is complete.            ECD: 2004/2005</p>	STA	STIP-PPM	Complete 2004/2005		\$10,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
21.	Update of Countywide Traffic Safety Plan A. Highway Segments B. Local Intersections C. Safe Routes to Schools Projects Status: Update underway. ECD: Fall 2004/2005	STA	Gas Tax	Complete 2004/2005		\$5,000
22.	Congestion Management Program/Regional Impact Fee Study A. Phase 1 – Feasibility and Overview Options – 2005 B. Phase 2 – Implementation Plan Status: No action to date. ECD: A-2005; B-2006	STA	Phase 1 STP Planning STP/TLC Phase 2 Unfunded	CMP Update and Phase 1	X	\$50,000 \$25,000
23.	Countywide Traffic Model/GIS A. Development of new model (traffic) B. Development of new model (transit) C. Maintenance of model Status: Phase 1 forecasts (traffic) underway; Phase 2 (transit) will commence in FY 04-05 ECD: Phase 1: December 2005; Phase 2: July 2005.	STA	RTTP STP-Planning NCTPA	X X Ongoing	Ongoing	\$360,000 \$80,000



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR FY 2004-05 and 2005-06  
LAST UPDATED 9-29-04  
(NOT IN ORDER OF PRIORITY)**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
24.	Transit Management Service A. Route 30 Service Implement to Sacramento Complete Marketing B. Solano Paratransit Status: Ongoing C. Create, identify and increase awareness of Solano Paratransit Status: Ongoing Programs.	STA	TDA BAAQMD YSAQMD Fares STAF	Ongoing A. Marketing 2004/2005	Ongoing  X	\$177,000  \$494,000 \$5,000
25.	Local Transit Studies A. Rio Vista – Draft under review B. Fairfield C. Vallejo D. Benicia – Consultant retained ECD: June 2005	STA Fairfield Vallejo Benicia	STAF	X X X X		\$36,000 \$60,000 \$60,000 \$20,000
26.	SR 12 Transit Study ECD: Summer 2005	STA	STAF NCTPA	X	X	\$25,000 \$15,000
27.	Transit Consolidation Study Status: To be initiated after completion of local Transit Studies. Initiate Summer 2005	STA	STAF	X	X	\$75,000



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR FY 2004-05 and 2005-06  
LAST UPDATED 9-29-04  
(NOT IN ORDER OF PRIORITY)**

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
28.	<p>Community Based (CBO) Transit Planning</p> <p>A. Dixon – Completed – Sept. 2004 Dixon Implementation (04/05)</p> <p>B. Cordelia Study</p> <p>C. Vallejo Study</p> <p>ECD: Dixon, Completed; Cordelia, FY05/06; Vallejo, FY06/07</p>	STA/MTC	CBO	X X	X	\$30,000 \$20,000 \$30,000
29.	<p>Solano Works Plan Implementation</p> <p>A. Rio Vista LIFT Project</p> <p>Status: LIFT grant obtained and implementation underway.</p>	STA	TDA LIFT TANF	X	X	\$99,000
30.	<p>Capitol Corridor Rail Station- Fairfield/Vacaville Station and Fairfield-Suisun-Benicia track improvements.</p> <p>Status: Station and track improvements designs underway. \$25 million included in Regional Measure 2. Priority for federal funding.</p> <p>Status: Preliminary designs and environmental document for Fairfield/Vacaville Station to be completed by June 2005. Negotiations with Union Pacific initiated.</p>	Fairfield/ Vacaville STA CCJPA	ITIP RTIP ADPE-STIP Local	X	X	\$35 mil. FF/VV Station



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
31.	<p>Commuter Rail Stations</p> <p>A. Benicia            B. Dixon</p> <p>Status: Environmental studies and Basis of Design Report underway for Benicia Intermodal Station; Plans underway for Dixon Intermodal Station; RTIP funds expected to be moved into later years of 2004 STIP. Oakland-Sacramento Regional Rail Study is developing preliminary cost estimates for each of these stations. Further detailed feasibility analysis, track improvements and refined cost estimates will be needed for each station.</p> <p>ECD: Summer 2005 for Environmental Studies and Designs for Benicia. Dixon station construction in 2005.</p>		<p>RTIP            E. CMAQ            YSAQMD Clean            Air Funds            RM2</p>	<p>X            X</p>	<p>X            X</p>	<p>\$20 mil.            \$20 mil.</p> <p>(Preliminary estimates for required track access and platform improvements.</p>
32.	<p>Commuter Rail Study Oakland to Sacramento (Auburn)</p> <p>Status: Track modeling underway to complete Phase 1 analysis; Phase 2 (implementation) analysis proposed to be initiated in 2005.</p> <p>ECD: Summer 2005 for Phase 2.</p>	<p>Sacramento            Regional            Transit            District</p>	<p>STAF</p>	<p>X</p>		<p>\$25,000</p>
33.	<p>Phase 2 Napa Solano Rail Study</p> <p>Status: TBD</p>	<p>STA            NCTPA</p>		<p>Completed</p>		<p>Initial Project            Complete</p>



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
34. Baylink Ferry Support and Operational Funds A. Vallejo Station B. New Ferry C. Maintenance Facility Status: Ongoing	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X X X	X X X	\$52 mil. \$10.8 mil. \$0.5 mil.
35. Development of STA's TLC Program A. Further define/implement Land Use Strategies-TLC Best Practices Plan B. New TLC guidelines - completed C. TLC Corridor Studies (i.e. North Connector, Jepson Parkway and S.R. 12 Design Concept) funding strategy D. County TLC Plan - Completed ECD: FY 2004-05	STA	Regional TLC CMAQ TE STP-Planning	X Sept. 2004 Oct. 2004	X X	\$68 mil. (Capital Costs)



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
36.	Implementation of Countywide Bicycle Plan Priority Projects A. Solano Bikeway Feasibility-Phase 2 Vallejo-(Hiddenbrook) to Fairfield B. Jepson Parkway Bikeway (next phase(s)) C. Benicia Bike Route: State Park/I-780 D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004 ECD: Ongoing	Fairfield Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	Ongoing X X X X	Ongoing	\$5mil. -\$7 mil. (Capital costs)
37.	Countywide Pedestrian Plan and Implementation Plan. Status: Countywide Pedestrian Plan is completed.	STA Solano County	State TEA Bay Trails TDA-ART3	ECD: Oct. 04		\$3.0 - \$5.0 mil. (Capital Cost)
38.	Solano Napa Commuter Information Program A. Marketing SNCI Program B. Full Incentives Program C. Completion of Guaranteed Return Trip (GRT) Program D. Employer/Vanpool Program E. Web Services Status: Marketing, Incentives, and implement GRT ECD Jan. 2005 for GRT Program: others are ongoing programs.	STA	TFCA YSAQMD RIDES CMAQ	Ongoing	Ongoing	FY 04-05 \$124,385 FY 05-06 \$99,354



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
39.	STA Marketing/Public Information Program A. Website B. Events C. Transit Marketing brochures D. Route 30 promotion Status: Contract amendment with marketing consultant to develop new materials. Marketing Plan Development and Implementation ECD: Ongoing	STA	STAF Sponsors	Ongoing	Ongoing	FY 04-05 \$155,980 FY 05-06 \$146,000
40.	Monitor Delivery of Local Projects/Allocation of Funds Status: ongoing activity. ECD: ongoing activity.	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	Ongoing	NA
41.	Develop a Funding Plan for the Solano County Comprehensive Transportation Plan (CTP) <ul style="list-style-type: none"> <li>• Arterials, Freeways &amp; Highways Element</li> <li>• Transit Element</li> <li>• Alternative Modes Element</li> </ul> ECD: Spring 2005	STA	All Sources	X	TBD	\$4.6 billion Transportation Need over 25 years



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
42.	Regional Measure 2(RM 2) Implementation <ul style="list-style-type: none"> <li>• Vallejo Station</li> <li>• Solano Intermodal Facilities</li> <li>• I-80/680/SR 12 Interchange</li> <li>• Capital Corridor Improvements</li> <li>• Regional Express Bus North Capital and Operating</li> </ul> Status: Funding reserves submitted	Vallejo STA STA STA, CCJPA MTC	RM-2	Ongoing	Ongoing	\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)



**SPECIAL MEETING NOTICE**

February 17, 2005

**STA Board Retreat  
Travis Credit Union  
2020 Harbison Drive  
Vacaville CA  
9:00 A.M. Meeting Time**

**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.*

**STA Board Members:**

Mary Ann Courville, Chair  
*City of Dixon*

Len Augustine, Vice-Chair  
*City of Vacaville*

Steve Messina  
*City of Benicia*

Karin MacMillan  
*City of Fairfield*

Eddie Woodruff  
*City of Rio Vista*

Jim Spering  
*City of Suisun City*

Anthony Intintoli  
*City of Vallejo*

John Silva  
*County of Solano*

**STA Alternates:**

Gil Vega

Steve Wilkins

Dan Smith

Harry Price

Ron Jones

Michael Segala

Pete Rey

John Vasquez

**ITEM**

**BOARD/STAFF PERSON**

- I. CALL TO ORDER – CONFIRM QUORUM Chair Courville
- II. APPROVAL OF AGENDA
- III. OPPORTUNITY FOR PUBLIC COMMENT
- IV. STAFF PRESENTATIONS/SETTING THE STAGE  
(9:15 a.m. – 10:00 a.m.)

- A. Progress Report on STA’s Overall Work Program (OWP) Daryl Halls  
For FY 2004-05 and 2005-06
  - 1.) Planning the Future
  - 2.) Project Development
  - 3.) Transit/Rideshare
  - 4.) Funding the OWP and CTP*Informational*

- B. Development of a Five Year Vision for the STA Daryl Halls  
*Informational*

- C. Overview of STA’s Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County Dan Christians  
*Informational*

V. BOARD MEMBER DISCUSSION ITEMS

- A. Initiation of Regional Impact Fee Study Dan Christians  
*Discussion*  
(10:00 a.m. – 10:45 a.m.)

**MEETING BREAK – 10:45 a.m. to 11:00 a.m.**

- B. Initiation of Transit Consolidation Study Elizabeth Richards  
*Discussion*  
(11:00 a.m. – 11:45 a.m.)

- C. Implementation of TLC Program Daryl Halls,  
Countywide/Improving the Linkages and Robert Guerrero  
Coordination Between STA’s  
Transportation Planning and Local Land  
Use Planning  
*Discussion*  
(11:45 a.m. – 12:15 p.m.)

**LUNCH BREAK – “Guest Speaker on Land Use and Transportation Planning”**

(12:15 p.m. – 1:00 p.m.)

**D. Acceleration of Project Development and Project Delivery**

Mike Duncan

*Discussion*

(1:00 p.m. – 1:15 p.m.)

**E. Setting Near Term Priorities for Funding Priority Projects**

Mike Duncan

1.) Federal Funding Priorities

2.) STIP Funding Priorities

3.) SHOPP Funding Priorities

4.) Regional Funding Priorities

*Discussion*

(1:15 p.m. – 1:45 p.m.)

**F. Follow Up to Failure of Measure A/Development of an Expenditure Plan of Critical that Require a Local Funding Source**

Daryl Halls

D.J. Smith

*Discussion*

(1:45 p.m. – 2:45 p.m.)

**VI. BOARD MEMBER COMMENTS/NEXT STEPS**

**VII. ADJOURNMENT – Next Meeting: March 9, 2005 at 6:00 p.m., at Suisun City Hall**





DATE: February 1, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Release of Draft Arterials, Highways and Freeways Element and Draft Transit Element of Solano Comprehensive Transportation Plan (CTP) 2030

**Background:**

The three updated elements of the Solano Comprehensive Transportation Plan (CTP) have been drafted by staff and the consultants. Staff is planning to circulate the individual drafts of the elements to each of the three respective CTP committees for their input, then have the STA Board distribute each of the three elements for a 30-day review period by member agencies, interested partner agencies and the general public. Upon completion of the review period, staff will address and/or incorporate all comments received and prepare a Final Draft of the CTP for recommendation by the TAC and approval by the STA Board.

In February 2005, STA staff will be circulating an environmental checklist (per the California Environmental Quality Act) and submitting a Notice of Completion of a Negative Declaration to the State Clearinghouse.

Three STA Board committees are providing policy input on each of the major CTP elements and are scheduled to meet to review the elements on the following dates:

- Arterials, Highways and Freeways – January 27, 2005, 9:00 a.m.
- Transit – January 31, 2005, 9:00 a.m.
- Alternative Modes – TBD

**Discussion:**

Both the Arterials, Highways and Freeways Committee and the Transit Committee have reviewed their respective elements of the CTP. The Alternative Modes Committee was recently appointed by the STA Board and has not had the opportunity to meet and review the Alternative Modes Element. This is scheduled to occur in February and the Alternative Modes Element can be released in March for a 30-day review.

Presentations on funding each of the three CTP elements have been made at each of the last three TAC and STA Board meetings. Further refinements to the 2030 Funding Needs Summary have recently been made to reflect more recent data. The draft CTP identifies a total estimated funding need over the next 25 years for each of the three elements as follows:

<b>Mode</b>	<b>CTP Needs</b>
Arterials, Highways and Freeways	\$4,176.5 M
Transit	\$1,226.9 M
Alternative Modes	\$ 179.5 M
Local	\$ 140.0 M
<b>TOTAL</b>	<b>\$5,722.9 M</b>

With a currently anticipated \$1,929.9 M of federal state and local funds over the next 25 years, the total estimated funding shortfall for Solano County has been updated to \$3,793.0 M. This shortfall is staggering and reinforces the need to continue to prioritize short term needs to address the most critical problems first and to develop a range of new funding sources.

The new Napa Solano Travel Demand Model (see agenda item V.III.C) shows significantly increased congestion levels throughout the county, particularly between the years 2015 and 2030. The need for increased efforts to implement the various recommendations of the recently completed studies (i.e., I-80/680/780 Major Investment & Corridor Study, I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study and Transportation for Livable Communities Plan) will become more and more apparent to the residents in Solano County as the county continues to grow.

To provide for a high quality of life in Solano County now and in the future, it is important to ensure adequate maintenance of roads and facilities, improved travel safety, maintain and provide expanded transit and alternative modes of travel. If the STA Board adopts the comprehensive strategy recommended in the updated CTP, this strategy will need to be a high priority of the STA, its member agencies and partners for many years to come in order to address the transportation needs of Solano County residents.

Staff is planning to discuss with the STA Board funding the CTP elements at the Board Retreat on February 17, 2005. A Public Hearing on the CTP will be scheduled at the April 13, 2005 STA Board meeting. The review and recommendation by the TAC and Consortium and each of the Board's three CTP Committees is scheduled by the end of April 2005 and an action by the STA Board planned for May 11, 2005.

**Recommendation:**

Approve the following:

1. Release the Draft Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day public review and comment period.
2. Release the Draft Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day public review and comment period.

Attachments:

- A. Solano Comprehensive Transportation Plan Funding Needs Summary, January 28, 2005
- B. Draft Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan (CTP) 2030 (to be provided under separate cover)
- C. Draft Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030 (to be provided under separate cover)

### Solano Comprehensive Transportation Plan 2030 Funding Needs Summary

(All costs in millions of 2005 dollars - Revised on 1-28-05)

PROJECT/PROGRAM	Total Costs (remain.)	Committed Funding	New Committed Funds	CTP Short- Fall	CTP Vision	Net After Vision
<b>TRANSIT ELEMENT</b>						
Expanded Express Bus (cap. and op.)	158.8	82.0	5.0	71.8	71.8	0.0
Vallejo Transit Capital Replacement	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich.-Oak. Commuter Rail (cap/op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap/op)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap/op)	129.1	0.0	0.0	129.1	105.0	24.1
<b>Sub Total</b>	<b>1226.9</b>	<b>761.2</b>	<b>58.4</b>	<b>407.3</b>	<b>339.8</b>	<b>67.5</b>
<b>ARTERIALS, HIGHWAYS &amp; FREEWAYS ELEMENT</b>						
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0	211.5
Jepson Parkway Project	97.9	22.2	43.0	32.7		32.7
SR 12 (Jameson Canyon <sup>2</sup> ) (4-lanes)	51.1	2.0	49.1	0.0		0.0
SR 12 (Jameson Canyon <sup>2</sup> ) safety projects	20.0	0.0	0.0	20.0	20.0	0.0
I-80/680/780 Corridor Improve. (Mid term)	357.3	0.0	94.4	262.9	262.9	0.0
I-80/680/780 Corridor Improve. (Long term)	709.0	8.0	0.0	701.0	87.1	613.9
Local Interchange Improvements	418.0	0.0	2.0	416.0	-	416.0
Widen SR 37 to 4 lanes with mitigation	154.5	0.0	0.0	154.5		154.5
SR 12 capacity Improve. (I-80 to Sac. River)	105.0	0.0	3.3	101.7	55.0	46.7
SR 113 (I-80 to SR12)	50.0	0.0	0.0	50.0		50.0
Road maintenance (regional roads - MTS)	43.6	43.6	0.0			0.0
Road Maintenance (local roads - non MTS)	919.0	324.2	41.0	553.8	210.0	343.8
SR 12 Safety Projects (I-80 to Sac. River)	42.7	36.0	6.7	-		0.0
Safety Projects	100.0	-	3.0	97.0	51.2	45.8
Local Arterial Improvements	339.4	29.6	-	309.9	-	309.9
<b>Sub Total</b>	<b>4176.5</b>	<b>613.2</b>	<b>402.3</b>	<b>3161.0</b>	<b>936.2</b>	<b>2224.8</b>
<b>ALTERNATIVE MODES ELEMENT</b>						
Bicycle Improvements	56.0	19.5	2.3	34.2	-	34.2
Pedestrian Improvements	25.0	3.0	2.0	20.0	-	20.0
Park-and-Ride Lots	13.0	-	3.0	10.0	-	10.0
Ridesharing Program	17.5	17.5	-	0.0	-	0.0
County TLC / Enhancements Program	68.0	40.0	7.5	20.5	-	20.5
<b>Sub Total</b>	<b>179.5</b>	<b>80.0</b>	<b>14.8</b>	<b>84.7</b>		<b>84.7</b>
<b>Local Projects</b>	<b>140.0</b>			<b>140.0</b>	<b>140.0</b>	
<b>Total</b>	<b>5722.9</b>	<b>1454.4</b>	<b>475.5</b>	<b>3793.0</b>	<b>1416.0</b>	<b>2377.0</b>





DATE: February 1, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Solano/Napa Multi-Modal Travel Demand Model (Phase 1)

**Background:**

Since January 2003, DKS Associates has been under contract with the STA to develop a new multi-regional, multi-modal “baseline” travel demand model for Solano and Napa counties that will forecast traffic to the year 2030. The Solano/Napa Model Committee, consisting of modelers and planners from the cities and counties of Solano and Napa, has been meeting monthly with the consultants to develop the new Solano/Napa Multi-Modal Travel Demand Model.

The new model is being developed utilizing the “TP+/Cube” program and will replace STA’s current “TRANPLAN” traffic model that was originally developed in the early 1990’s (and updated in 2001) as part of the monitoring requirements of the Solano Congestion Management Program (CMP). The traffic model is regularly used for long term and countywide modeling needs of the STA and member agencies including corridor studies, environmental impact reports, general and specific plans, and transit studies.

In 2001-02 the STA determined the need to prepare an entirely new multi-modal travel demand model with the horizon year of 2030 and using the latest modeling program (“TP+/Cube”) because of the following major reasons:

- “TP+/Cube” has the multi-modal capabilities that STA and its member agencies will need now and in the future (i.e., rail, bus and HOV demand).
- The new program and model has a much greater capacity to add the necessary network links, traffic analysis zones, land use data, etc., to have it fully function as a multi-regional, multi-modal model.
- MTC, as well as some of the STA member agencies, have already secured and begun using the “TP+/Cube” program on their own (i.e., Fairfield, Vacaville and Vallejo) and most new models throughout the Bay Area are now using this program.
- The data for the new model is being developed with Geographic Information System (GIS) files to make it easier and quicker to conduct future model updates.
- It is expected that the accuracy of the travel behavior at the easterly gateways to and from Solano County (i.e., I-80 near Dixon and SR 12 in Rio Vista) will be better with the inclusion of the Sacramento (SACOG) and the San Joaquin (SJCOG) regional models into this new STA model.

The model complies with the standards and guidelines established by Caltrans and MTC for regional and countywide models and has been provided regular input from the Model Committee. The consultants and committee have been meeting on a monthly basis and are in the final stages of completing Phase 1, the traffic component of the model.

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

### **Discussion:**

#### **Land Use Projections**

Staff and consultants have met with planners in each of the eight STA member agencies to review local general plan land use data projections for consistency with ABAG Population Projections regional data. In order to provide a base travel model that is consistent with regional travel model guidelines and acceptable to MTC and Caltrans for projecting traffic volumes and building highway projects along the major corridors throughout Solano County, the decision was made by the Model Committee (with support from the Solano County Planning Director's Group) to provide information consistent with ABAG's *Projections 2003* population and employment forecasts. This is being done to create a baseline model so that related highway studies and projects (such as the I-80/I-680/SR 12 interchange) can be based on this model.

STA staff and consultants provided each local jurisdiction the opportunity to adjust the projections within the Traffic Analysis Zones (TAZ) located within their jurisdiction's boundaries, so that growing areas within each jurisdiction can be better incorporated into the model. The jobs and housing data requested from each model committee member was based on the actual amount of land use or actual rate of growth expected to occur in each member agency's general plan (for each traffic analysis zone) over the next 25 years, consistent with historic trends and *ABAG Projections 2003*.

This is a regional "baseline" model and is used as a tool to compare traffic volumes and congestion between what is currently occurring and what is expected in 5-year increments through 2030 (based on future expected growth factors). Therefore, it is important to provide consistent and realistic projections for the number of housing units and jobs that are likely to occur countywide so that future transportation facilities are appropriately sized to meet future needs. This may result in some future development occurring beyond the 2030 timeframe of this model. If planned development actually occurs sooner than initially projected, it will be reflected in the next model update that will take place every three to five years.

One consistency target is to have resulting household and employment projections within a 5 percent countywide control total of the regional projections. Each member agency has provided projections that result in local forecasts that are within about 5 percent of ABAG totals for each jurisdiction. The committee and consultant team were then able to make final

adjustments (with input from each member agency) to achieve countywide consistency (see Attachment C: “Year 2030 Land Use Comparison By Jurisdiction (Solano County).

The consultants have completed the Phase 1 highway traffic model and prepared forecasts for review and approval by the Model Committee, STA TAC and STA Board. The land use and traffic forecasts were developed and refined by the Model Committee during the past few months with their last meeting held on January 20, 2005. A presentation of the model by the consultant to the Planning Director’s Group also occurred on January 20, 2005.

On January 26, 2005, the STA TAC recommended that the STA Board approve the new Solano/Napa Multi-Modal Travel Demand Model (Phase 1). Also, on January 27, 2005 the STA’s Arterials, Highways and Freeways Committee reviewed the model and recommended the STA Board approve it.

The detailed technical appendixes of the model were provided to the Model Committee members and TAC members. Staff has encouraged each TAC, Model Committee Member and/or Planning Director to discuss the model and the land use projections with their STA Board member.

Like any new multi-regional model of this magnitude and complexity, refinements have been made during the past few months to make sure that the base year validation and projected traffic volumes for the major gateways and corridors of Solano County are sufficiently accurate to meet MTC and Caltrans conformity standards.

To maintain the current schedule of activities related to the I-80/680/12 interchange EIR/S, it is important that a new validated model be approved in the near future.

Some of the initial work needed to prepare a Phase 2 Model (transit component) has also been started, but will need additional time and resources to complete. The necessary steps and approach to completing a model design for Phase 2 will be developed as part of the completion of the Phase 1 model.

Once the Phase 1 model is approved by the Board and validated by Caltrans and MTC, a number of new plans and projects can utilize the new traffic model during the next few years including:

Short Term Projects (next 1-5 years)

- I-80/I-680/12 Interchange project
- I-80 High Occupancy Vehicle Lane project
- SR 12 Rio Vista Bridge Feasibility Study
- SR 113 Major Investment Study

Mid and Long Term Projects (beyond 5-years)

- Updating the projections for the I-80, I-680, I-780 and SR 12 Corridors
- I-680 HOV lane project
- Updating ridership and stations projections to implement future regional rail service and expanded express bus services throughout Solano County

Joe Story of DKS Associates will make a presentation at this STA Board meeting to present the Final Report for the model. The consultant is developing some improved graphics depicting the projected traffic levels of service for 2010, 2020 and 2030.

Attached is a Draft Final Report including the land use projections (housing units and jobs) for each of the Solano County jurisdictions.

**Recommendation:**

Approve the new Solano Napa Travel Demand Model Phase 1 (Attachment A).

Attachments:

- A. Solano/Napa Model Development Draft Final Report, dated January 18, 2005  
(under separate cover)
- B. Year 2000 Land Use Comparison By Jurisdiction (Solano County)
- C. Year 2030 Land Use Comparison By Jurisdiction (Solano County)

ATTACHMENT B

YEAR 2000 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
City of Benicia											
ABAG (Proj 2003)			10,352	26,928	2,070	1,860	4,750	90	2,900		11,670
Local Data	6,620	3,133	9,753	25,275	1,553	2,119	3,163	0	2,356	1,684	10,876
Difference			-599	-1,653	-517	259	-1,587	-90	1,140		-794
Difference %			-5.8%	-6.1%	-25.0%	13.9%	-33.4%	-100.0%	39.3%		-6.8%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
City of Dixon											
ABAG (Proj 2003)			5,102	16,180	760	950	610	900	1,440		4,660
Local Data	4,313	750	5,063	16,050	589	973	642	1,052	1,579	106	4,940
Difference			-39	-130	-171	23	32	152	244		280
Difference %			-0.8%	-0.8%	-22.5%	2.4%	5.2%	16.9%	17.0%		6.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
City of Fairfield											
ABAG (Proj 2003)			30,995	96,545	8,640	9,000	22,400	480	1,640		42,160
Local Data	22,471	9,564	32,035	101,020	8,204	11,192	22,297	0	1,593	504	43,791
Difference			1,040	4,475	-436	2,192	-103	-480	458		1,631
Difference %			3.4%	4.6%	-5.0%	24.4%	-0.5%	-100.0%	27.9%		3.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
City of Rio Vista											
ABAG (Proj 2003)			1,940	4,715	570	530	800	160	20		2,080
Local Data	1,387	232	1,619	4,158	208	321	356	6	329	18	1,239
Difference			-321	-557	-362	-209	-444	-154	327		-841
Difference %			-16.6%	-11.8%	-63.5%	-39.4%	-55.5%	-96.1%	1636.9%		-40.4%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
City of Vacaville											
ABAG (Proj 2003)			28,351	89,304	6,000	6,710	9,220	220	3,320		25,470
Local Data	22,064	6,180	28,245	88,980	6,446	6,560	9,900	0	3,079	733	26,718
Difference			-106	-324	446	-150	-680	-220	492		1,248
Difference %			-0.4%	-0.4%	7.4%	-2.2%	-7.4%	-100.0%	14.8%		4.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
City of Vallejo											
ABAG (Proj 2003)			40,608	119,917	7,120	8,180	12,510	80	4,320		32,210
Local Data	26,976	13,016	39,992	117,995	7,037	8,759	8,851	0	2,992	1,137	28,776
Difference			-616	-1,922	-83	579	-3,659	-80	-191		-3,434
Difference %			-1.5%	-1.6%	-1.2%	7.1%	-29.3%	-100.0%	-4.4%		-10.7%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
Suisun City											
ABAG (Proj 2003)			8,158	26,640	780	1,540	1,040	420	220		4,000
Local Data	6,167	1,319	7,485	24,439	1,089	680	374	0	167	126	2,436
Difference			-673	-2,201	309	-860	-666	-420	73		-1,564
Difference %			-8.2%	-8.3%	39.6%	-55.8%	-64.0%	-100.0%	33.0%		-39.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
Solano Unincorporated											
ABAG (Proj 2003)			4,897	14,313	190	20	10	680	60		960
Local Data	3,887	17	3,905	11,485	184	410	144	131	457	9	1,334
Difference			-992	-2,828	-6	390	134	-549	405		374
Difference %			-20.3%	-19.8%	-3.3%	1951.2%	1339.2%	-80.8%	675.8%		39.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						Total
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	
SOLANO COUNTY											
ABAG (Proj 2003)			130,403	394,542	26,130	28,790	51,340	3,030	13,920		123,210
Local Data	93,886	34,211	128,097	389,402	25,310	31,015	45,726	1,189	12,551	4,317	120,109
Difference			-2,306	-5,140	-820	2,225	-5,614	-1,841	2,948		-3,101
Difference %			-1.8%	-1.3%	-3.1%	7.7%	-10.9%	-60.7%	21.2%		-2.5%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)											
Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia											
ABAG (Proj 2003)			11,980	31,200	3,480	3,560	7,240	120	5,060		19,460
Local Data	8,186	3,756	11,942	31,466	1,536	2,157	7,658	0	6,851	1,675	19,878
Difference			-38	266	-1,944	-1,403	418	-120	3,466		418
Difference %			-0.3%	0.9%	-55.9%	-39.4%	5.8%	-100.0%	68.5%		2.1%
City of Dixon											
ABAG (Proj 2003)			10,860	34,300	1,180	1,910	1,410	950	1,920		7,370
Local Data	9,089	1,536	10,626	33,692	1,450	1,699	1,376	1,112	1,667	515	7,819
Difference			-234	-608	270	-211	-34	162	262		449
Difference %			-2.2%	-1.8%	22.9%	-11.0%	-2.4%	17.0%	13.7%		6.1%
City of Fairfield											
ABAG (Proj 2003)			47,180	144,700	14,200	17,050	31,760	520	3,640		67,170
Local Data	32,793	12,808	45,601	143,016	11,680	16,425	35,660	0	2,268	2,088	68,143
Difference			-1,579	-1,684	-2,520	-625	3,900	-520	716		973
Difference %			-3.3%	-1.2%	-17.7%	-3.7%	12.3%	-100.0%	19.7%		1.4%
City of Rio Vista											
ABAG (Proj 2003)			7,560	18,500	1,260	2,910	1,350	160	290		5,970
Local Data	7,921	1,162	9,084	23,332	1,094	1,639	2,596	10	2,254	16	7,609
Difference			1,524	4,832	-166	-1,271	1,246	-150	1,960		1,639
Difference %			20.2%	26.1%	-13.2%	-43.7%	92.3%	-93.8%	682.9%		27.5%
City of Vacaville											
ABAG (Proj 2003)			43,600	132,800	9,860	14,270	14,030	270	6,000		44,430
Local Data	40,217	2,352	42,569	137,467	10,742	11,468	19,439	0	5,039	837	47,525
Difference			-1,031	4,667	882	-2,802	5,409	-270	-123		3,095
Difference %			-2.4%	3.5%	8.9%	-19.6%	38.6%	-100.0%	-2.1%		7.0%
City of Vallejo											
ABAG (Proj 2003)			55,500	163,000	11,370	15,750	18,390	90	6,400		52,000
Local Data	38,532	16,362	54,894	164,401	14,353	12,940	13,565	0	9,446	3,413	53,718
Difference			-606	1,401	2,983	-2,810	-4,825	-90	6,459		1,718
Difference %			-1.1%	0.9%	26.2%	-17.8%	-26.2%	-100.0%	100.9%		3.3%
Suisun City											
ABAG (Proj 2003)			11,060	36,100	1,260	3,010	1,960	420	610		7,260
Local Data	8,891	2,064	10,955	35,246	2,591	1,292	845	0	208	1,251	6,188
Difference			-105	-854	1,331	-1,718	-1,115	-420	849		-1,072
Difference %			-0.9%	-2.4%	105.7%	-57.1%	-56.9%	-100.0%	139.2%		-14.8%
Solano Unincorporated											
ABAG (Proj 2003)			5,630	16,700	240	20	10	680	70		1,020
Local Data	4,756	17	4,773	13,945	203	505	96	84	340	5	1,234
Difference			-857	-2,755	-37	485	86	-596	276		214
Difference %			-15.2%	-16.5%	-15.4%	2426.4%	864.9%	-87.7%	393.7%		21.0%
SOLANO COUNTY											
ABAG (Proj 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990		204,680
Local Data	150,386	40,058	190,444	582,566	43,649	48,126	81,235	1,205	28,075	9,801	212,115
Difference			-2,926	5,266	799	-10,354	5,065	-2,005	13,886		7,435
Difference %			-1.5%	0.9%	1.9%	-17.7%	6.7%	-62.5%	57.9%		3.6%



DATE: January 31, 2005  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Legislative Update – February 2005

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its Legislative Priorities and Platform for 2005 to provide policy guidance on transportation legislation and the STA's legislative activities. The adopted version of the STA's Legislative Priorities and Platform for 2005 included several amendments requested by the Benicia City Council and subsequently amended into the Platform by the STA Board at the meeting. At the direction of the STA Board, a letter from the STA Chair has been forwarded to the City of Benicia (see attachment B). A copy of the adopted 2005 Legislative Priorities and Platform is also attached.

**Discussion:**

In December 2004, the State Legislature introduced two Assembly Constitutional Amendments consistent with adopted legislative priorities of the STA. These two bills have been agendized for consideration by the STA Board.

**ACA 4 (Plescia and Harman) – Support**

This bill would eliminate the provision authorizing the State Legislature and the Governor to suspend the transfer of sales taxes on motor vehicle fuel revenues from the State General Fund to the Transportation Investment Fund for a fiscal year due to a fiscal emergency. This dedication of revenues to transportation was approved by California's voters with the passage of Proposition 42 (69% supported its passage). This legislation is consistent with the STA's Legislative Priority # 7 – "Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund."

**ACA 7 (Nation) - Support**

This bill would lower the voting threshold for passing local option sales taxes from the current 2/3 voters requirement to 55 percent. This legislation is consistent with the STA's Legislative Priority #4 – "Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures."

**Recommendation:**

Approve the following:

1. Support for ACA 4.
2. Support for ACA 7.

**Attachments:**

- A. STA's Adopted Legislative Priorities and Platform for 2005
- B. STA Chair Letter to the Benicia City Council dated 1/27/05
- C. ACA 4 (Plescia and Harman)
- D. ACA 7 (Nation)

**2005 STA LEGISLATIVE PRIORITIES AND PLATFORM****Solano Transportation Authority  
2005 Legislative Priorities and Platform  
(adopted by STA Board 1/12/05)****LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. I-80/I-680/SR 12 Interchange \*
  - b. Jepson Parkway Project\*
  - c. Vallejo Intermodal Station\*
  - d. Vallejo Baylink Ferry Service
  - e. Fairfield/Vacaville Intermodal Station\*
  - f. Capitol Corridor Rail Service and track improvements throughout Solano County
  - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.
7. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.

*\* Federal Priority Projects*

## 2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

### *I. Air Quality*

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

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

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

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

### ***III. Congestion Management***

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

### ***IV. Employee Relations***

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

### ***V. Funding***

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill that maintains the funding categories and flexibility of TEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

### ***VI. Liability***

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

### ***VII. Paratransit***

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

### ***VIII. Project Delivery***

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

## 2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### *IX Rail*

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2004 ballot.

### *X. Ferry*

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.

2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3<sup>rd</sup> Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

### ***XI. Safety***

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

### ***XII. Transit***

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

January 26, 2005

Mayor and City Council Members  
City of Benicia  
250 L Street  
Benicia, CA 94510

**SUBJECT: Summary of STA Revisions to the 2005 Legislative Priorities and Platform Requested by the City of Benicia**

Dear Mayor Messina and Members of the City Council:

On January 12, 2005, the Solano Transportation Authority’s (STA) Board of Directors unanimously adopted its 2005 Legislative Priorities and Platform. As part of this action, the Board incorporated some of the suggested comments and revisions requested by the City of Benicia pursuant to a letter dated January 5, 2005 and directed staff to forward a letter to the Benicia City Council summarizing our responses and final action.

On behalf of the STA Board, I want to thank you for taking the time to review and provide comments on the 2005 Legislative Priorities and Platform. For your information, attached are copies of the STA’s adopted 2005 Legislative Priorities and Platform and a STA staff memo, dated January 12, 2005, that summarizes the revisions to the Legislative Priorities and Platform made in response to your request. Two of the revisions (revisions #1 and #3) were incorporated into the 2005 Legislative Priorities and Platform by the STA Board as requested. Two of the revisions (revisions #7 and #8) proposed by your letter were not incorporated into the Platform at the January 12, 2005 Board meeting based on the recommendation that these policies should be agendized as a separate item at a future meeting. A third item (revision #6) was recommended to be addressed as a separate policy statement, but further clarification is needed.

Your letter requests that the “Widening of the State Park Road Overcrossing at I-780” be listed as a route of regional significance and that “Citywide Traffic Calming” be included under Benicia’s list of local transportation needs. STA staff will work with Benicia’s Public Works staff to incorporate these changes into the update of the STA’s Comprehensive Transportation Plan.

**STA Letter to Benicia**  
**January 25, 2005**  
**Page 2**

Finally, you have requested "Support the expansion to Benicia of the Vallejo Baylink Ferry Service" be added to the platform. Currently, this service is not identified in, either, the STA's Comprehensive Transportation Plan, the Metropolitan Transportation Commission's Regional Transportation Plan (titled "T-2030) or Vallejo Transit's (the operator of Baylink Ferry Service) Short Range Transit Plan. It is our understanding that the expansion of ferry service to Benicia is identified in the long-range ferry plan recently completed by the Bay Area Water Transit Authority and that it may be included in the City of Benicia's update of its Short Range Transit Plan (SRTP) currently underway. If this is a transportation priority of the City of Benicia, then further discussion and consideration is needed to consider this request to support expansion of ferry service to Benicia of the Vallejo Baylink Ferry service as part of proposed expansion of the overall Baylink Ferry Service.

If you have any questions regarding the contents of this letter or would like to discuss these items in more detail, please give me a call or contact Daryl Halls, STA's Executive Director, at 707 424-6075 to schedule a meeting. Thanks again for your attention to this matter.

Sincerely,



Mary Ann Courville, Chair  
Mayor, City of Dixon

**Attachments:**

- Attachment #1 - Letter from the Benicia City Council to the STA Board of Directors dated January 5, 2005
- Attachment #2 - STA's 2005 Legislative Priorities and Platform adopted January 12, 2005
- Attachment #3 - STA Staff Memo dated January 12, 2005

**Cc:** STA Board Members  
Jim Erickson, Benicia City Manager  
Dan Schiada, Benicia Public Works Director

ATTACHMENT C

CURRENT BILL STATUS

MEASURE : A.C.A. No. 4  
AUTHOR(S) : Plescia and Harman (Coauthor: Bogh).  
TOPIC : Transportation Investment Fund  
HOUSE LOCATION : ASM

TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Non-Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 12/07/2004

LAST HIST. ACTION : From printer. May be heard in committee January 6.

TITLE : A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

BILL NUMBER: ACA 4            INTRODUCED  
BILL TEXT

INTRODUCED BY    Assembly Members Plescia and Harman  
                  (Coauthor: Assembly Member Bogh)

DECEMBER 6, 2004

A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 4, as introduced, Plescia. Transportation Investment Fund Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation to various transportation purposes. Article XIX B authorizes this transfer to the Transportation Investment Fund to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision.

This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.

Vote: 2/3. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2005-06 Regular Session commencing on the sixth day of December 2004, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California, that the Constitution of the State be amended as follows:

That Section 1 of Article XIX B thereof is amended to read:

SECTION 1. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury. (b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on ~~the operative date of this article~~ March 6, 2002 .

(2) For the 2008-09 fiscal year and each fiscal year thereafter,

moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purpose set forth in subparagraph (D) of paragraph (2) of subdivision (b).

~~(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:~~

~~(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.~~

~~(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.~~

~~(e)~~

(d) The Legislature may enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

## ATTACHMENT D

## CURRENT BILL STATUS

MEASURE : A.C.A. No. 7  
AUTHOR(S) : Nation.  
TOPIC : Local governmental taxation: special taxes: voter  
approval.  
HOUSE LOCATION : ASM

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Non-Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 12/07/2004

LAST HIST. ACTION : From printer. May be heard in committee January 6.

TITLE : A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, by amending Section 2 of Article XIII C thereof, and by amending Section 3 of Article XIII D thereof, relating to taxation.



SEC. 2. ~~Local Government Tax Limitation.~~

Notwithstanding any other provision of this Constitution: (a)

~~All taxes~~ A tax imposed by any local government ~~shall be deemed to be~~ is either a general ~~taxes~~ tax or a special ~~taxes~~ tax .

~~Special districts~~ A special purpose district or ~~agencies~~ agency , including a school ~~districts,~~ ~~shall~~ ~~have~~ district, has no ~~power~~ authority to levy a general ~~taxes~~ tax .

(b) ~~No~~ A local government ~~may~~ shall not impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote of its voters voting on the proposition . A general tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall~~ may continue to be imposed only if that general tax is approved by a majority vote of the voters voting in an election on the issue of the imposition, which election ~~shall be~~ is held ~~within two years of the effective date of this article~~ no later than November 6, 1998, and in compliance with subdivision (b).

(d) ~~No~~ A local government ~~may~~ shall not impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by a ~~two-thirds~~ 55 percent vote of its voters voting on the proposition . A special tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

Third--That Section 3 of Article XIII D thereof is amended to read:

SEC. 3. ~~Property Taxes, Assessments, Fees and Charges Limited.~~

(a) ~~No~~ An agency shall not assess a tax, assessment, fee, or charge ~~shall be assessed by any agency~~ upon any parcel of property or upon any person as an incident of property ownership except: (1) The ad valorem property tax imposed pursuant to Article XIII and Article XIII A.

(2) Any special tax receiving a two-thirds or 55 percent vote , as applicable, pursuant to Section 1 or 4 of Article XIII A or subdivision (d) of Section 2 of Article XIII C .

(3) Assessments as provided by this article.

(4) Fees or charges for ~~property related~~ property-related services as provided by this article.

(b) For purposes of this article, fees for the provision of electrical or gas service ~~shall~~ are not ~~be~~ deemed charges or fees imposed as an

incident of property ownership.





DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Programming Transportation Enhancement (TE) Projects for  
FY 2005-06

**Background:**

The 2004 State Transportation Improvement Program (STIP) includes \$3,398,000 in Transportation Enhancement funds for Solano County. Although TE funds may only be used for TE-eligible projects (e.g., bicycle, pedestrian, enhanced landscaping, etc.) in accordance with Federal guidelines, these are some of the only funds in the STIP that are currently available to counties.

The Solano County TE funds are programmed as a Reserve Lump Sum in each fiscal year. Specific projects must be identified in the fiscal year the TE funds are programmed and then entered into the STIP and the Transportation Improvement Program (TIP). For Solano County, the 2004 STIP contains TE Reserve Lump Sum funds in FY 2005-06 through FY 2008-09 as follows:

	<u>FY04-05</u>	<u>FY05-06</u>	<u>FY06-07</u>	<u>FY07-08</u>	<u>FY08-09</u>
TE	\$0	\$1.629M	\$0.578M	\$0.590M	\$0.601M

**Discussion:**

Programming of Solano County TE projects for FY 2005-06 must conform to the new project delivery guidelines. Projects must receive the obligation of funds (E-76) in the year programmed. If a project fails to receive an obligation in the fiscal year programmed, the TE funds will return to the county in the next county share period. Due to the current condition of the STIP, this delay in receiving the funds could be several years.

In order to ensure obligation, requests must be received by Caltrans by April 1<sup>st</sup> of the programming year and the environmental studies should be basically completed by June of the preceding year. For FY 2005-06, the environmental documents should be basically completed by June 2005 and the obligation request submitted by April 1, 2006.

In accordance with Federal statute, Transportation Enhancement funds may only be used on projects with a direct relationship to the intermodal transportation system, which consists of all forms of transportation in a unified, connected manner. The relationship may be one of function, proximity or impact. Federal statute lists the following twelve categories for eligible projects:

1. Facilities for pedestrians and bicycles.
2. Safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic and historic highway programs.
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures and facilities.
8. Preservation of abandoned railway corridors.
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Mitigation of water pollution due to highway runoff or reduced vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

There is some leeway in the eligibility criteria and Caltrans and the Federal Highway Administration (FHWA) have allowed projects slightly outside this criteria. If a project does not specifically “fit” one of the 12 categories, it may still be approved if strong reasons support inclusion as a TE project. In general, a TE project must have a direct relationship to the intermodal transportation system and is over and above (i.e., enhancements) what is required for a “normal” project.

STA’s recently completed Bicycle Plan, Pedestrian Plan and the Solano County Transportation for Livable Communities (TLC) Program identify a large number of projects potentially eligible for TE funding.

At the Special TAC meeting on January 13, 2005, agencies proposed a list of projects as potential TE eligible projects. Attachment A provides the list developed at the January 13<sup>th</sup> meeting and Attachment B provides additional information on the potential TE projects as submitted by the agencies.

On January 26, 2005, the STA TAC evaluated the proposed TE projects and recommended a distribution of FY 2005-06 TE funding. Subsequent to the TAC meeting, Vacaville was informed that one of two Vacaville projects recommended by the TAC for TE funding, I-80 Westbound Landscaping from Davis Street to Alamo Drive, is scheduled to be completed by Caltrans next year. Vacaville requested the TE funds be moved to the Vacaville Transportation Center Landscape Project, one of six projects submitted by the city for TE funding (see Attachment B). STA staff recommends approving the TAC recommendation with the change requested by the City of Vacaville. The proposed TE programming is shown in Attachment C, as amended.

**Recommendation:**

Approve the programming of Transportation Enhancement funding for FY 2005-06 for the projects and amounts specified in Attachment C.

**Attachments**

- A. Proposed TE Projects
- B. City of Vacaville Letter (January 31, 2005)
- C. Recommendations for FY 2005-06 Transportation Enhancement Projects

**Transportation Enhancement  
Proposed Projects  
Special TAC Meeting  
January 13, 2005**

Fairfield

Linear Park

Jepson Parkway Mitigation

Downtown Texas Street Streetscape and Pedestrian

McGary Road

Vallejo

Vallejo Square (Downtown TLC)

Dixon

Downtown Streetscape (Phase 4)

Rio Vista

Downtown Streetscape (Phase 2)

Vacaville

Southside Bikeway

Centennial Bikeway

I-80 Landscaping (Davis to Alamo)

Vacaville Transportation Center Landscape

Bella Vista Park and Ride Landscape

Jepson Gateway at I-80 and Leisure Town

Benicia

First Street Streetscape

State Park Road Bikeway

Park Road Pedestrian Connection

Solano County

Old Town Cordelia Environmental and Design

Vacaville/Dixon Bikeway

Suisun City

Downtown Streetscape (Phase 3)

Bike Routes to Intermodal Station

## COUNCIL MEMBERS

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

## ATTACHMENT B



## CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 31, 2005

Office of:  
 Director of Public Works

Mr. Mike Duncan  
 Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585

**SUBJECT: FY 2005-06 TRANSPORTATION ENHANCEMENT (TE) PROJECTS**

Dear Mike:

At the January 25<sup>th</sup> TAC meeting, the group approved a list of TE funded projects for the cities in Solano County. The TAC approved \$325,000 for two Vacaville proposed TE funded projects. At the January 13<sup>th</sup> TAC meeting, I submitted six (6) potential TE funded projects for consideration by the TAC and Board. We failed to prioritize the projects and two proposals were selected by STA staff based on the TE categories for eligible projects. Since the January 25<sup>th</sup> meeting, we checked with Caltrans and where we thought the funding for the I-80 Landscape (Davis to Alamo) Project was on extensive hold, in actuality, they will begin this project within the upcoming year.

Since all the six submitted projects meet the TE categories, I'm requesting the STA Board to **replace the I-80 Landscape (Davis to Alamo) Project with the Vacaville Transportation Center Landscape Project**. The revised estimate for this project is \$200,000 (\$25,000 local match and \$175,000 TE grant). The previous larger estimate extended the landscape limits east of Davis Street to the Depot Street on ramp, and that work will be deleted.

In conclusion, the City of Vacaville is requesting \$325,000 for the following TE grant requests:

- Jepson Parkway Gateway at I-80 & Leisure Town Road \$150,000 (\$25,000 local match)
- Vacaville Transportation Center Landscape Project \$175,000 (\$25,000 local match)

If you have any questions, please call.

Sincerely,

DALE I. PFEFFER, P.E.  
 Director of Public Works

cc: Mayor Len Augustine, Paul Hom, Ed Huestis, Gian Aggarwal

DEPARTMENTS: Area Code (707)

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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TRANSPORTATION ENHANCEMENT (TE) PROJECTS  
FY 2005-06

Available TE Funding for FY 2005/06 \$1,629,000  
Total TE Request \$4,506,300

FY05-06 TE Project Submittals

Sponsor	Project Name	Project Description	Priority	Delivery in 05-06?	Total Project Cost	TE Funding Request	Available TE Funding	Recommendation (revised)
Fairfield	Downtown Fairfield Pedestrian Enhancement Project (Pennsylvania Ave. to State St. and Union St. from Texas to SR12)	This project will improve pedestrian safety and mobility in the Texas Street corridor between State St. and Union St. from Texas to SR12. These enhancements will address the needs of high school students, local merchants, downtown residents, County and City employees, downtown customers, and those with mobility restrictions and disabilities. The project will also link downtown to the Sunflower Field Train Station via Union Ave. Finally, the project will improve the appearance of the downtown area's "gateways" particularly at the pedestrian seats. Specific elements of the project will include new traffic signals and/or lit pedestrian crosswalks, landscape and hardscape enhancements, special signage, and code-compliant handicapped ramps at all intersections.	1	YES	\$ 473,000	\$ 424,000	\$ 1,629,000	\$ 325,000
	Fairfield Linear Trail Enhancements Project (Solano Community College to Dover Ave.)	The purpose of this project is to enhance safety and the pedestrian/bicyclist experience along the Linear Trail corridor. It will also enhance awareness of pedestrian and bicycle traffic by motorists crossing the trail corridor. Project elements will include a comprehensive directional sign program to provide information about destinations and distances within and adjacent to the Linear Trail system. On adjoining streets, additional "trail crossing" signs will be installed where needed to alert motorists about upcoming pedestrian/bicycle cross traffic. Where the trail crosses streets, the City will install higher-visibility striping on the street pavements. Where necessary, such as at major street intersections, enhanced warning signage and lighted crossings will be considered and installed. The project also includes modifications to existing ramps at street crossings to ensure the trail complies with current disabled access requirements.	2		\$ 443,000	\$ 397,000		
Solano County	Jepson Parkway Mitigation							
	McGary Road							
	Old Town Cordelia Improvement Project	The project consists of making a number of improvements to historic Old Town Cordelia, including installation of a pedestrian path on the north side of Cordelia Road from Lopes Road to Pitman Road, landscaping, historical markers, benches and other amenities along the corridor.	1	TOTAL YES	\$ 318,000	\$ 269,590	\$ 825,000	\$ 250,000
	Vacaville - Dixon Bikeway Phase 1	The project consists of the construction of a continuous bikeway from Vacaville to Dixon, consisting of a 32-foot wide roadway including 4-foot paved shoulders for bicycles. This project will extend the recently completed Davis-Dixon bikeway on to Vacaville. Phase 1 consists of constructing the bikeway along Pitt School Road from Porter Road to Weber Road (about 1.5 miles).	2	YES	\$ 1,000,000	\$ 885,300		
Vacaville	Southside Bikeway	Class I Bike Path from Alamo Drive to California Drive. Length - 250 linear feet.		TOTAL	\$ 1,909,000	\$ 985,300	\$ 250,000	
	Centennial Bikeway	Class I Bike Path from Browns Valley Parkway to Vaca Valley Parkway. Length - 6720 linear feet.			\$ 565,000	\$ 200,000		
	I-80 Westbound (Davis Street to Alamo Drive/Merchant Street)	Landscaping along sound wall on right shoulder of I-80 Westbound (Davis Street On-Ramp to Alamo Drive/Merchant St. Off-Ramp). Length - 0.25 mile			\$ 900,000	\$ 500,000		
	Vacaville Regional Transportation Center (VRTC) Landscaping	Landscaping on slope between VRTC and I-80.			\$ 200,000	\$ 175,000		
	Bella Vista Road Park & Ride Lot Landscaping	Landscaping on slope between Bella Vista Road Park and Ride Lot and I-80.			\$ 150,000	\$ 125,000		
	Jepson Parkway Gateway at I-80 & Leisure Town Road	Art Sculptures at Gateway to Jepson Parkway.			\$ 200,000	\$ 175,000		
Vallejo	Downtown Vallejo Square Pedestrian Enhancement Project (Sonoma/Santa Clara/Capitol/Georgia)	The City of Vallejo's Specific Plan for the revitalization of its historic downtown represents a comprehensive vision for promoting and guiding development in a 97-acre portion of the downtown over the next 20 years. The first phase of development consists of five mixed-use buildings composed of approximately 478 for-sale market-rate condominium residential units and ground floor retail and live work spaces. In conjunction with this private development the City of Vallejo is responsible for enhancements of the public right of way to achieve the pedestrian friendly sense of place outlined in the Specific Plan. Enhancements include: Traffic-calming, narrowing of streets to increase safety and create a more pedestrian oriented neighborhood; Re-striping streets to accommodate diagonal on-street parking; increased tree and landscaping; Enhanced safety and decorative lighting; Brick pavers, street furniture, street furniture, public art, improved signage and banners.	1	TOTAL YES	\$ 2,218,000	\$ 1,359,000	\$ 325,000	\$ 528,000
	First Street Streetscape			TOTAL	\$ 1,400,000	\$ 1,035,000	\$ 528,000	\$ 920,000
Benicia	State Park Road Bikeway				\$ 800,000	\$ 325,000		
	Park Road Pedestrian Connection							
Rio Vista	Downtown Streetscape (Phase 4)							
	Waterfront Streetscape (Phase 2)				\$ 800,000	\$ 225,000		\$ 205,000
Suisun City	Bike Routes to Intermodal Station (Central County Bikeway)							
	Downtown Streetscape (Phase 3)							



DATE: February 2, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Modify Membership of Alternative Modes and Transit Committees

**Background:**

In March 2000, the STA Board appointed members and alternates members to serve on three policy committees including Arterials, Highways and Freeways, Transit, and Alternative Modes. These committees were initially formed to provide input and make policy recommendations to the STA Board on the new Solano Comprehensive Transportation Plan (CTP). As new board members and alternates are appointed to the STA, the membership on these committees is updated.

The Alternative Modes Committee meets about every two to three months. It was created to provide policy recommendations to the STA Board for the development of the Alternative Modes Element of the CTP and specifically the development of the Countywide Transportation for Livable Communities (TLC) Program, Countywide Bicycle Plan and the Countywide Pedestrian Plan. The committee previously consisted of four STA members or alternates:

- Marci Coglianese, Committee Chair, City of Rio Vista
- Dan Smith, City of Benicia
- Michael Segala, City of Suisun City
- Rischa Slade, City of Vacaville

In December 2004, the STA appointments for both Marci Coglianese and Rischa Slade ended. On January 12, 2005, the STA Board appointed Jim Spring as the new Alternative Modes Committee Chair and also added the following members to the Committee:

- Ron Jones, City of Rio Vista
- Steve Wilkins, City of Vacaville

**Discussion:**

STA staff recently met with Jim Spring, the new Committee Chair, to discuss the Committee's future membership, responsibilities and goals. At the meeting, the Board members suggested the Committee membership be further expanded to fully represent a broader spectrum of the interested parties including a larger voting membership.

Staff has further reviewed the make-up of the Alternative Modes Committee and is recommending an expanded voting membership as specified in Attachment A. In addition, other members of organizations, advisory committees and agency staff members are invited to attend and participate.

Since it has been the STA practice to not have more than one voting member from an individual city or county agency, staff has requested Mike Segala be moved to the Transit Committee, which currently only has four members. The Transit Committee is responsible for providing policy guidance and input on a number of significant transit issues over the next year or two including the CTP Transit Element, the Transit Consolidation Study, SR 12 Transit Corridor Study, and efforts to expand express bus, commuter rail and ferry services. A fifth Transit Committee member would be very helpful to provide guidance on these major new studies.

The next major responsibility of the Alternative Modes Committee is to review and forward a draft Alternative Modes Element of the CTP. The next meeting of the Alternative Modes Committee has been set for February 24, 2005 at 9:30 a.m. at the STA.

**Recommendations:**

1. Approve the revised membership of the Alternative Modes Committee as specified in Attachment A.
2. Appoint Michael Segala to the Transit Committee in place of the Alternative Modes Committee.

**Attachments:**

- A. Proposed Revised Membership of Alternative Modes Committee, February 9, 2005
- B. Proposed Revised Transit Committee Membership, February 9, 2005
- C. Arterials, Highways and Freeways Committee Membership, February 9, 2005

**CURRENT ALTERNATIVE MODES COMMITTEE MEMBERS**

**January 12, 2005**

Jim Spring, Committee Chair, City of Rio Vista  
Dan Smith, City of Benicia  
Ron Jones, City of Rio Vista  
Michael Segala, City of Suisun City  
Steve Wilkins, City of Vacaville

**PROPOSED ALTERNATIVE MODES COMMITTEE MEMBERS**

**February 9, 2005**

**Committee Members:**

Jim Spring, Committee Chair, City of Suisun City  
Dan Smith, City of Benicia  
Ron Jones, City of Rio Vista  
Steve Wilkins, City of Vacaville  
Pedestrian Advisory Committee, Eve Laevastu  
Public Member, Marci Coglianesse  
City Planning Commissioner  
Solano County Planning Directors Group  
Solano County Resource Agency Director  
Solano Bicycle Advisory Committee, J.B. Davis

**Invited Participants:**

Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo  
Congressman George Miller's Office, Kathy Hoffman  
MTC – Planning, James Corless  
SNCI, Elizabeth Richards  
Solano EDC, Don Erickson  
Solano Land Trust  
SolanoLinks Transit Consortium, Jeff Mattheson

**CURRENT TRANSIT COMMITTEE MEMBERS**

**January 12, 2005**

**Committee Members:**

Mary Ann Courville, City of Dixon, Committee Chair

Steve Messina, City of Benicia

Karin MacMillan, City of Fairfield

Tony Intintoli, City of Vallejo

**PROPOSED TRANSIT COMMITTEE MEMBERS**

**February 9, 2005**

**Committee Members:**

Mary Ann Courville, City of Dixon, Committee Chair

Steve Messina, City of Benicia

Karin MacMillan, City of Fairfield

Michael Segala, City of Suisun City

Tony Intintoli, City of Vallejo

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**Invited Participants:**

Assemblywoman Lois Wolk's Office, Ricardo Blanco

BAAQMD, Juan Ortellado

Capitol Corridor JPA, Gene Skoropowski and David Kutrosky

Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo

MTC – Ashley Ngyugen

PCC Member, Ernest Bradford

Public Member

Senior Representative

Solano EDC, Mike Ammann

SolanoLinks Transit Consortium, Nigel Browne

STA TAC, John Harris

State Senator Wesley Chesbro's Office, Darby Kernan

**ARTERIALS HIGHWAYS AND FREEWAYS COMMITTEE MEMBERS**

**February 9, 2005**

**Committee Members:**

John Silva, Committee Chair, Solano County  
Harry Price, City of Fairfield  
John Vasquez, Solano County  
Ed Woodruff, City of Rio Vista  
Len Augustine, City of Vacaville  
Pete Rey, City of Vallejo

---

**Invited Participants:**

Caltrans District 4, Yader Bermudez and Cameron Oakes  
CHP, Fairfield  
Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo  
Congresswoman Ellen Tauscher's Office, Erik Ridley  
League of Women Voters, Bernice Kaylin  
MTC – Planning, Ashley Nguyen  
Public Member  
Solano EDC, Esparza, Cal Inc.  
Solano County Transportation Dept. staff, Paul Wiese  
STA TAC, Gary Leach





DATE: January 31, 2005  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: State Budget Update – February 2005

**Background/Discussion:**

The State of California has faced significant budget challenges since FY 2001-02, although the full magnitude of the problems did not surface until late 2002. On January 10, 2005, Governor Arnold Schwarzenegger released his proposed 2005-06 State Budget. His proposed budget strives to eliminate an estimated \$8.1 billion state budget deficit through a combination of suspension of fund transfers from the State General Fund to schools (Proposition 98) and transportation (Proposition 42), cuts to various state funded programs such as Health and Social Services, borrowing, and some modest revenue augmentations. This proposed budget is projected by the Administration to offset the state budget deficit and result in a \$500 million budget reserve.

Under this proposal, Proposition 42 would be suspended for the third year in a row. The Governor's proposal to suspend all of Proposition 42 in FY 2005/06 would restore an estimated \$1.31 billion to the State General Fund. This suspension would leave no funds for the Traffic Congestion Relief Program (TCRP), State Transportation Improvement Program (STIP), local streets and roads, or public transportation. If enacted by the State Legislature, this would result in an estimated loss of \$5 to \$6 million in STIP and local streets and roads funds from Solano County. The loss of TCRP funds could result in delays to the project development activities for the I-80/I-680/SR Interchange and SR 12 Jameson Canyon projects.

Attached is a copy of the excerpts from the California Transportation Commission's (CTC) 2004 Annual Report to the State Legislature that was released in December of 2004. This report documents and highlights the continuing fiscal crisis facing California's transportation infrastructure.

**Recommendation:**  
Informational.

Attachments:

- A. Excerpts from the CTC's 2004 Annual Report to the State Legislature (to be provided under separate cover).





DATE: February 1, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/ Director of Planning  
RE: Overview of the STA's Solano Congestion Management Program (CMP) and Related Plans, Studies, and Mitigation Measures

**Background:**

In its role as the Congestion Management Agency for Solano County, STA has prepared this report and the attached white paper entitled "Discussion Paper on STA's Solano Congestion Management Program Update and Related Plans, Studies and Mitigation Measures." This paper provides the STA TAC, Consortium and STA Board an overview of STA's current congestion management program and identifies the major issues that staff proposes to be addressed in the new Congestion Management Program (CMP) update scheduled to be completed by the end of 2005.

The STA's 1991 CMP was initially developed to meet the requirements of a bi-partisan legislative package developed by the State Legislature in 1989, and approved by California voters in 1990. This legislation also increased transportation revenues and changed state transportation planning and programming processes. The specific CMP requirements were originally included in the "Transportation Blueprint for the 21<sup>st</sup> Century" which raised the gasoline tax from 9-cents to 18 cents (Proposition 111) and authorized the letting of bonds to pay for transit projects (Proposition 108).

According to a study prepared by the non-profit coalition of business and labor organizations called "Transportation California", funding for roads and bridges has been only about 70 percent of the level intended under the state's 1990 Blueprint. This is a result of changes in the economy, driving patterns, the failure of some of the originally proposed transportation funding bonds, and increases in fuel efficiency during the past decade that have reduced the anticipated revenues from gasoline taxes.

The Solano CMP has been amended 6 times since 1991, incorporating new components and data, however its overall structure, requirements and standards have remained substantially the same for the past 14 years. This structure includes the following:

- CMP network of major roadways
- Level of Service Standards
- Performance Measures
- Countywide Travel Demand Model
- A Program to Analyze Impacts of Land Use Decisions made by Local Jurisdictions
- A Seven Year Capital Improvement Program
- Other Components Including In-fill Opportunity Zones, references to new MTC goals and programs such as the TLC/HIP Program and the Association of Bay Area

**Governments (ABAGs) Projections 2003 and “Smart Growth Livability Footprint Project.”**

Based on the requirements of the Metropolitan Transportation Commission (MTC), STA is beginning to develop the biennial update of its CMP. Related to this effort, the STA Board identified the “Congestion Management Program/Regional Impact Fee Study” as a priority project in the STA’s Overall Work Plan for 2004-05 and 2005-06.

**Discussion:**

To better meet the growing transportation needs of Solano County residents and businesses, staff is proposing the STA conduct a comprehensive update of the Solano Congestion Management Program and to review various transportation mitigation programs, including regional impact fee programs, that have proven to be successful in other counties in the Bay Area and throughout the state.

STA has prepared the attached CMP issue paper to identify some of the main issues that are proposed to be addressed during the next comprehensive CMP update. The paper is organized as follows:

- Purpose of CMPs
- The Role of MTC and the CMP
- STA’s Planning Authority
- History of the CMP in Solano County
- Countywide Travel Demand Model
- Performance Measures
- Deficiency Plans
- CMP Capital Improvement Program
- Land Use Mitigation Measures
- Relationship of the CMP to the CTP
- Issues Proposed to be Addressed in the Solano Congestion Management Program Update and Regional Impact Fee Study (Phase 1)

At the STA Board retreat on February 17, 2005, staff plans to discuss this topic with the Board. Based on the input and policy direction from the Board, a recommendation for a scope of work and a request for proposals for the Solano Congestion Management Program/Regional Impact Fee Study (Phase 1) would be provided at the March 9, 2005 STA Board meeting for action.

**Recommendation:**

Informational.

Attachment A:

- A. Discussion Paper on STA’s Solano Congestion Management Program Update and Related Plans and Studies and Mitigation Measures

**Discussion Paper on STA's Solano Congestion Management Program  
Update and Related Plans and Studies and Mitigation Measures  
(Dated 2/01/05)**

**Purpose of CMPs**

Congestion Management Programs (CMPs) were established as part of a bi-partisan legislative package in 1989, and approved by the voters in 1990. This legislation also increased transportation revenues and changed state transportation planning and programming processes. The specific CMP provisions were originally chartered by the Katz-Kopp-Baker-Campbell Transportation Blueprint for the 21<sup>st</sup> Century AB 471 (Katz); and subsequently amended by five bills (AB 471, AB 1791, AB 1963, AB 2419 and SB 1636).

CMPs are not required in a county if a majority of local governments and the Board of Supervisors adopt resolutions electing to be exempt from this requirement per AB 2419. However, for counties which opt out of preparing a CMP, the Metropolitan Transportation Commission (MTC) directly works with the appropriate county agencies to establish project priorities for monitoring, evaluating and funding the system in accordance with state and federal requirements.

CMP statutes establish requirements for local jurisdictions to receive certain gas tax subvention funds. Additionally, CMPs play a role in the development of specific project proposals for the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP).

The main purpose of the CMP is to establish a procedure to alleviate or control anticipated increases in roadway congestion to ensure that federal, state, and local agencies join with transit operators, business, private and environmental interests to implement comprehensive strategies needed to develop appropriate strategies and responses to transportation needs.

**The Role of MTC and the CMP**

CMP biennial updates are required by MTC to monitor the major congestion, transportation improvements and programs in Solano County. This program also ensures that local gas tax subventions (authorized by Proposition 111) and federal funding through the TEA-21 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) continue to be received by Solano County jurisdictions.

The Metropolitan Transportation System (MTS) is the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight. The MTS is the focus of MTC's planning and investment activities. The Solano Comprehensive Transportation Plan (CTP) identifies "Routes of Regional Significance", the major intercity routes in Solano County that provide for intra and intercounty mobility. The Solano Congestion Management Program identifies a network including of the all interstate freeways and state highways

in Solano County and certain major arterials and major intersections. The Solano Napa Travel Demand Model includes all of the Routes of Regional Significance, the CMP network plus a number of major and minor arterials and collector roads throughout the county. Each of these networks serve different purposes and, depending on the purpose and use, include different sets of countywide and/or local roadways.

MTC prepares CMP consistency guidelines to ensure compliance of the CMP with the Regional Transportation Program (RTP). The RTP is the 25-year regional transportation program, prepared by MTC with input from the public, local agencies and congestion management agencies, to respond to transportation needs throughout the nine Bay Area counties including Solano County.

#### **STA's Planning Authority**

STA is mandated by state law to review and comment on planning matters that impact Solano County transportation; however, it does not exercise land use authority such as a city does in approving specific projects within their jurisdiction. STA's planning powers arise from two primary sources:

- The California Government Code provisions on Congestion Management Programs and local Comprehensive Transportation Plans.
- The Joint Powers Authority Agreement between Solano County and the seven cities and the county that established the STA.

#### **History of the CMP in Solano County**

The first CMP for Solano County was adopted by the STA Board in 1991 and has been updated every two years since then. The CMP also follows MTC guidelines regarding consistency of the CMP with the RTP. The STA Board approved the most recent CMP on February 11, 2004.

The STA has continued to adopt a biennial CMP for the following reasons: 1.) ensures receipt of certain gas taxes subvention funds; 2.) provides a basic monitoring tool on traffic congestion; 3.) serves as an up-to-date informational document for all major Solano transportation modes; and 4.) serves as a resource guide on transportation and land use strategies and improvements suggested for the county.

The CMP is intended to enhance or maintain mobility on the transportation system, encourage examination of the links between land use decisions and the transportation system, arrange for mitigations for the effects of land use decisions on the countywide transportation system, improve air quality, increase the use of alternate transportation modes to the single occupant automobile, improve the efficiency of the existing transportation system, and plan for the future coordination of land use and transportation decisions. It includes provisions regarding infill developments to encourage compact residential and mixed use development in proximity to transit.

State CMP legislation allows each congestion management agency (CMA) to prepare and adopt a CMP and to monitor conformance to that program of local agencies within the

county. The STA has been designated as the CMA for Solano County by the seven cities and County of Solano. The CMP is to be implemented and biennially updated, consistent with the schedule for adopting the RTP.

The role of the CMP in the countywide and regional transportation processes include:

- Identifying specific near term projects to implement the longer-range vision established in the countywide transportation plan.
- Addressing the transportation investment priorities of the multiple jurisdictions in each county can be addressed in a countywide context.
- Establishing a link between local land use decision making and the transportation planning processes.
- Serving as a building block for the federally required Congestion Management System.

The CMA is permitted to withhold the increase in the gas tax subvention to cities and counties, in accordance with the passage of Proposition 111 if consistency with the CMP is not achieved. In Solano County, this sum of gas tax subventions has generated a total estimated \$3-4 million per year for the eight member jurisdictions since 1991.

To be effective, the CMP was initially developed as a program of cooperation rather than confrontation. To this end, this document was created through a joint effort of the cities and the county. Public Works, Transit and Planning staff from each of the Cities and the County has aided in the preparation of this program.

The Solano CMP contains the following elements and components:

- An established level of service standards to monitor and adopted system of highways and principal arterials in Solano County.
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods.
- A travel demand element that promotes alternative transportation methods
- A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems.
- A seven-year capital improvement program, developed using the CMP performance measures element, and consistent with transportation-related vehicle emission air quality mitigation measures provided by the Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management Districts (YSAQMD).
- Infill Opportunity Zones- Permits local jurisdictions to use alternative methods for determining a level of service for that zone, or to approve a list of mitigation

options that include transit, pedestrian, and other alternative transportation programs.

- Safety- Incorporates the goal of safety for system users.
- MTC Resolution 3434 (Regional Transit Expansion Plan)- Establishes long-range priorities for transit expansion in the 2001 RTP.
- TLC/HIP- MTC expanded this program in the 2001 RTP and includes a county TLC/HIP component.
- Smart Growth Vision or Smart Growth Policies- Includes components of the Smart Growth Strategy Regional Livability Footprint Project. MTC's principles on Transportation/ Land Use Integration look to the CMAs to play a stronger role in this area.
- Projections 2003- Projections 2003 is being used in the new RTP (T-2030) and the current Solano CMP as the basis for job and housing forecasts.
- Modeling Smart Growth at the Local Level- MTC encourages CMA modeling practices to more fully incorporate the impact and benefits of higher density mixed-use developments on transportation demand.

Some tasks involved in maintaining the CMP have been assigned to the individual jurisdictions. Every two years, the member jurisdictions must certify to the STA that the requirements of the program have been fulfilled.

The Level of Service for the Solano County CMP system has been set at Level E except for roadways already operating at Level F in 1991. Performance measures are used to determine the effectiveness of projects included in the Capital Improvement Program. They are also useful to help determine the effectiveness of proposed actions in deficiency plans.

The State CMP legislation and MTC's CMP guidelines also ensure CMP consistency with air quality plans. Since the southwestern half of Solano County is in the Bay Area Air Quality Management District (BAAQMD) and the northeastern half is in the Yolo-Solano Air Quality Management District (YSAQMD), air quality consistency is a more involved process in Solano County than in other Bay Area counties.

#### **Countywide Travel Demand Model**

The analysis and mitigation of impacts to the transportation system caused by land use decisions are being monitored on a cumulative basis in the STAs Countywide Travel Demand Model by compiling and monitoring the traffic impacts created by increased land use densities authorized by general plans for Solano County jurisdictions in which the project is planned. The countywide traffic model was last approved in 2001 and is currently being updated in 2005 to reflect more recent changes in projected jobs and housing units forecasted for each of the cities and the county jurisdictions over the next 25 years.

Although the Countywide Travel Demand Model was initially developed as part of the requirements of the Solano CMP program, it is being used more and more for transportation planning, environmental studies and project development purposes.

### **Performance Measures**

The Solano CMP has established performance measures to monitor the CMP network including level of service, travel times to and from work, ridership for intercity transit and bicycle and pedestrian movement. These measures provide periodic indicators of how well the system is performing but are not a very detailed or comprehensive set of measures.

The CMP makes it the responsibility of each STA member agency jurisdiction to measure and report the level of service (LOS) on segments or intersections within its jurisdiction. Per state law, a number of categories of trips may be excluded from the LOS calculations such as:

- Interregional travel (those vehicle trips starting in Solano County and ending in another county or visa versa)
- Freeway ramp metering
- Traffic signal coordination if such coordination is done by the state or multi-jurisdictional agencies
- Traffic generated by low or very low income housing
- Traffic generated by high density residential development located within ¼ mile of a fixed rail passenger station
- Compact or in-fill development within a locally adopted Infill Opportunity Zone.

If an actual LOS falls below the minimum standard and is not within a locally adopted In-Fill Zone, member agencies could face possible sanction of a loss of the gas tax increment provided by Proposition 111. However, the main purpose of the STA's CMP has always been to monitor the LOS standards on a regular basis to avoid serious traffic congestion but not to be punitive to member agencies. It has been the STA's policy and practice not to pursue withholding gas tax, because this action could actually make other problems worse (i.e. local road maintenance), and it should only be considered in an extreme situation if there were no other options available.

Since the first Solano CMPs were prepared, much more detailed on-going data collection and monitoring of the system is now provided directly by the Countywide Solano Napa Travel Demand model and from special studies the STA prepares, such as the Solano Comprehensive Transportation Plan, I-80/680/780 Major Investment and Corridor Study, and as part of environmental impact studies conducted by the STA as the lead agency (i.e. Jepson Parkway EIS/R, I-80/680/12 interchange EIS/R and North Connector EIS/R).

### **Deficiency Plans**

STA's current process is to review various environmental impact reports and general plan amendments for new proposed land use developments in the county. If the STA determines that the proposed general plan amendment contains land uses not included in the most recently updated model, staff requests the member agency to have a special model run conducted to determine if the proposed project will exceed any of the level of service (LOS) standards as a result of the unanticipated project. If based on the LOS data obtained from a special model run, it is determined that a segment or intersection of the

CMP system will deteriorate below the LOS standard (within the seven year timeframe of the capital improvement program), the jurisdiction is required to prepare a “deficiency plan” in time for the mitigation to be placed in the next update of the CMP. A deficiency plan would include an analysis of the cause of the deficiency, improvements to the affected facility that would be needed so that it meets the LOS standard, cost estimates for the improvements, and an action plan with a specific implementation timetable. In the past few years, STA has conducted special CMP modeling runs (i.e. Sky Valley - Benicia, Lambie Business Park – Solano County, and Del Rio Hills – Rio Vista) and has written various comment letters, suggested mitigation measures and requested model runs on other new projects, Draft EIRs and general plan amendments (i.e. Rio Vista General Plan, Fairfield Comprehensive General Plan Amendment, Dixon Downs – Dixon, Lagoon Valley - Vacaville, Bordoni Ranch – Vallejo).

### **CMP Capital Improvement Program**

CMP state law requires that a seven year capital improvement program be established. It basically includes all federal and state funds programmed in the current Transportation Improvement Program (TIP). The Solano County Comprehensive Transportation Plan and special studies such as the I-80/680/780 Major Investment and Corridor extend out at least 20-25 years and more. A longer time frame than the seven years required in the CMP is needed to fully plan for and address the cumulative impacts associated with major new developments.

### **Land Use Mitigation Measures**

The Solano CMP recognizes that mitigations for all land use decisions should be determined at the local level where the land use authority is vested by state law. However, STA has noted that for many projects impacts on the interstate freeways, state highways and major intercity arterials are sometimes not fully addressed by the project. This is primarily because most local impact fees are usually expended only in the jurisdiction where the project is located for transportation facilities either on site, immediately adjacent to the site or provides a proportionate share to improve a roadway or interchange leading from a new development to a state or interstate highway. Currently, local impact fees are not required to directly contribute to state-owned mainline improvements (the major components of the CMP network such as I-80 or SR 12) or to contribute to a transportation facility that a project may cause impacts to an adjacent jurisdiction.

Other counties such as Contra Costa, Merced, Placer, and Riverside have utilized the development of regional impact fees to directly address impacts to the transportation system. In Contra Costa, Sacramento and Riverside counties the impact fee is coordinated with a local transportation sales tax measure program and in other counties, such as Placer and Merced where there are no local transportation sales tax measure, they are stand-alone programs.

Some regional traffic impact fees are collected and expended on a countywide basis (i.e. Merced County) and other fees are collected by certain city and county agencies (usually through a joint powers agreement) located along a specific corridor or portion of a

county. Contra Costa County has six different regional impact fees for specific subareas of the county and Placer County has both a countywide regional impact fee as well as corridor-based fees.

Several other counties are also considering the development of a regional traffic impact fee program, including the counties of Los Angeles, Monterey, Napa, and San Joaquin.

### **Relationship of the CMP To the CTP**

The Solano County Comprehensive Transportation Plan (CTP) provides the most comprehensive set of countywide transportation policies and includes a summary of transportation needs and costs for various transportation modes throughout the county. The Solano CMP serves best as a monitoring program (such as the development and maintenance of the travel demand model). The Solano CMP has been instrumental in providing additional state gas taxes to our member agencies starting in 1991, it meets the state and federal requirements for monitoring the congestion management system, (and qualifies STA member agencies to receive their share of state and federal transportation funds).

### **Issues Proposed to be Addressed in the Solano Congestion Management Program Update and Regional Impact Fee Study (Phase 1)**

Although the CMP is intended to address transportation impacts through the deficiency plan process, until now the CMP has proven to be a somewhat cumbersome process and, as designed, is an ineffective program for actually mitigating development impacts on the Solano County Transportation System.

As part of STA's Overall Work program (OWP), staff is recommending a comprehensive update of the Solano Congestion Management Program and the initiation and development of a Regional Impact Fee Study (Phase 1). Some of the specific questions that are proposed to be addressed in this study include:

- Should the Solano CMP network be the same as the Solano County CTP network and/or Solano Napa travel demand model network?
- Should the biennial reporting of levels of service on the CMP system continue to be primarily based on data submitted by STA member agencies, or should the new Countywide Travel Demand Model be used to ensure that a standardized methodology and uniform dataset be used for each monitoring period.
- Should future CMPs and CTPs be combined into single, more integrated program to more effectively address both short term and long term transportation needs, provide more effective and regular monitoring efforts, prioritize projects, develop short and long term capital improvement programs and mitigate major impacts from unanticipated land use?
- Should the Solano CMP level of service (LOS) standard be modified from the current LOS of "E" or "F"?
- Should STA develop a multimodal (transit) component of the new model to better identify and monitor the performance of existing and proposed transit services (i.e. bus, ferry, rail and HOV)?

- How could the review and commenting on unanticipated land use developments be made more effective and proactive between STA staff and member agencies?
- What new or revised performance measures should be incorporated into the Solano CMP, CTP and/or future model updates to better identify how the overall system is functioning?
- Could additional tools be developed by the STA (i.e. geographic information system, traffic count database, and land use/TAZ database) be developed to provide the STA and member agencies with current, quicker and cumulative land use and other transportation information to assist in preparing comment letters on new proposed developments and project mitigation recommendations?
- Are there other options, incentives and/or mitigation measures that would be more proactive and should be considered in the next CMP (in addition to the required deficiency plan and potential loss of gas tax subvention provisions) if the CMP standards are determined to be exceeded by a jurisdiction?
- Should a regional impact fee be developed as a potential mitigation measure that ensures that major new development in the county pays for its “fair share” of impact on the countywide or corridor transportation systems?
- Should such a regional impact fee be collected and expended for a countywide program or only along certain designated corridors?
- Should a regional impact fee only be used directly for roadway improvements or should it also be spent on transit facilities or pay for environmental mitigation.
- Would there be advantages to considering a regional impact fee program in addition to and coordinated with a future transportation sales tax measure?





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

**Background:**

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

**Discussion:**

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

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

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

**Recommendation:**

Informational.

Attachments:

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

## CMP Consistency Review – As of 1-28-05

Jurisdiction	Project	Location	Review Status
Dixon	Dixon Downs/office project	North Dixon Area near I-80	Draft EIR is under development and has not yet been received by STA; STA letter requesting special model run sent November 19, 2003; special model run by STA is pending.
Vacaville	Lagoon Valley	South Vacaville area/I-80	Draft EIR received by STA in March 2004; STA letter requesting special model run sent April 19, 2004; City has agreed to conduct special modeling run as part of Project Study Report (PSR) process and referenced in revised EIR on project.
Vallejo	Bordoni Ranch	Columbus Parkway	Draft EIR received by STA in December 2004; STA letter requesting special model run sent 1-3-05

**Future EIR or General Plan Review**

<b>Jurisdiction</b>	<b>Project</b>	<b>Location</b>	<b>Review Status</b>
Fairfield	Allan Witt Project	Between West Texas Street and Woolner Avenue; East of Beck Avenue	STA staff has received presentations on the project; STA will reviewing and commenting on the Draft EIR and General Plan Amendment.
Rio Vista	Del Rio Hills	South of S.R. 12/E. of Church Road	Special modeling run was conducted by the STA; STA has not yet received a Draft EIR or General Plan Amendment for review and comments.
Solano County	Rockville Trails Estates Project	East of Green Valley Road, North of Rockville Road	STA is reviewing the Notice of Public Scoping meeting on the draft EIR and GP Amendment; STA is planning to submit a comment letter.
Solano County	The Mills Company	Fairgrounds Drive and Turner Avenue	STA has not yet received a Draft EIR or General Plan Amendment for review and comments.





DATE: January 27, 2005  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY2005-06

**Background:**

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

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

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

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Solano County Unmet Transit Needs hearing for the FY2005/06 TDA funding cycle on Wednesday, December 1 at the Ulatis Community Center in Vacaville. MTC has compiled the comments received at the hearing and those received through other means through December 15, 2004. In late January, STA received MTC's list of comments. Due to a lack of a quorum, the January STA Consortium meeting was cancelled. Though not discussed, MTC's comments were transmitted to the Consortium members. The comments were also forwarded to STA TAC members and presented at the January TAC meeting.

In preparing a coordinated response to MTC, STA staff will be working with the appropriate transit operator in drafting the responses to each of the issues. The draft responses will be returned to the Consortium, TAC, and STA Board for review and approval before submittal to MTC. The goal is to secure the STA's Board approval by May 2005 to complete the MTC process by the end of June and allow the FY2005-06 TDA claims to be promptly processed for streets and roads purposes

**Fiscal Impact**

STA staff will coordinate the response to MTC's comments. MTC needs to make a finding that there are no reasonable unmet transit needs in Solano County before any streets and roads TDA claims may be approved for any Solano local jurisdiction.

**Recommendation:**

Informational.

Attachment:

A. MTC 1/25/05 Letter re: Solano Unmet Transit Needs



JAN 27 2005

METROPOLITAN  
TRANSPORTATION  
COMMISSION

ATTACHMENT A

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January 25, 2005

*Steve Kinsey, Chair*  
Marin County and Cities

*Jon Rubin, Vice Chair*  
San Francisco Mayor's Appointee

*Tom Ammiano*  
City and County of San Francisco

*Irma L. Anderson*  
Cities of Contra Costa County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*James T. Beall Jr.*  
Santa Clara County

*Mark DeSaulnier*  
Contra Costa County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Scott Haggerty*  
Alameda County

*Barbara Kaufman*  
San Francisco Bay Conservation  
and Development Commission

*Sue Lempert*  
Cities of San Mateo County

*John McLemore*  
Cities of Santa Clara County

*Michael D. Nevin*  
San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Sperring*  
Solano County and Cities

*Pamela Torliatt*  
Association of Bay Area Governments

*S Sharon Wright*  
Sonoma County and Cities

*Sbelia Young*  
Cities of Alameda County

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Director/Operations

*Therese W. McMillan*  
Deputy Director/Policy

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

*Daryl*  
Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on December 1, 2004, and also reviewed comments contained in correspondence received by MTC during the public comment period. The recently concluded unmet transit needs public participation process pertains to FY 2005-06 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the December 1st public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Many of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed on "Attachment A" are the preliminary issues that were raised at the December 1, 2004, Solano County Unmet Transit Needs hearing or through written comment received by MTC. This list represents any *relevant* comments made through this year's unmet transit needs hearing process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and

addressed satisfactorily by the Solano Transportation Authority response.

- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other “minor” issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems’ patrons, they are not unmet transit needs. MTC is confident that the Solano Transportation Authority (STA), working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with a *preliminary* evaluation of each of the issues listed in Attachment A below at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now through the fiscal year 2005-06; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into

Mr. Daryl Halls  
January 25, 2005  
Page 3

category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's Programming and Allocations Committee (PAC) identifying those issues that the cities and County must address prior to MTC's consideration of FY 2005-06 TDA fund requests for streets and roads purposes. We intend to present our recommendations to PAC. Receipt of your responses would be one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact Craig Goldblatt of my staff at (510) 464-7837 if you have any questions.

Sincerely,



Therese McMillan  
Deputy Director, Policy

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Charlie Beck, City of Fairfield  
John Harris, City of Vallejo  
Dale Pfeiffer, City of Vacaville  
Robert Souza, City of Benicia  
Janet Koster, City of Dixon  
Felix Ajayi, City of Rio Vista  
Gary Cullen, City of Suisun City  
Brigitta Corsello, County of Solano  
Jim Williams, Chair, Solano County PCC (c/o Jennifer Tongson, STA)

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## **Attachment A: Issues raised at the December 1, 2005, Unmet Transit Needs Hearing or by Written Comment Received by MTC**

### **Fixed Route Service Issues**

1. **Route 30 Service:** a) Request for additional morning and afternoon express bus runs on Route 30 to accommodate passengers working under 9-hour work day schedules (compressed) in downtown Sacramento. One commenter specifically requested than an additional bus leave Fairfield approximately one hour earlier than the first scheduled eastbound bus of the day and that an additional bus leave downtown Sacramento at least 10 minutes earlier than the last scheduled westbound bus of the day. b) Additionally route modifications were requested in downtown Sacramento to extend the loop approximately six blocks further east to provide improved access to three of the largest downtown employers (the State Department of Health Services, the State Department of Education, and the State Department of Corrections). c) Lastly later Route 30 service in the evening was requested to serve students registered in evening classes at UC Davis.
2. **Later Route 20 Service:** Request for later service on Route 20 between Fairfield and Vacaville.
3. **San Francisco-Vallejo Route 80 Bus Service and Connections to Other Lines:**
  - a) Request for later and more frequent bus service between Vallejo and San Francisco. b) One commenter requested that Vallejo Transit Route 80 delay its last departure from El Cerrito Del Norte BART station to Vallejo by 10 minutes to allow transfers from Golden Gate Transit Route 42. Current schedules do not allow that connection. c) Once in Vallejo, the commenter would like to be able to travel, upon request, with Vallejo Transit Route 85 to Vacaville, which normally terminates in Fairfield.
4. **Route 40 Service:** a) Request for more weekend bus service from Cordelia to the Fairfield mall, in part to reduce the approximately two hours it takes to travel by transit from Cordelia to Rolling Hills. b) The last bus departs the Pleasant Hill BART Station at 7:15 p.m. Later service in the evening is requested. c) A new bus stop at Gold Hill Road in Cordelia is requested.
5. **Timely Transfers at Fairfield Mall:** Request for better coordination of Fairfield-Suisun Transit service transfers at the Fairfield Mall. Commenter reports missed connections, resulting in one-hour waits.

6. **Rio Vista Transit Service:** Expanded transit service is requested beyond the currently provided dial-a-ride services operated by the City of Rio Vista in order to address growing transit demand from continuing population growth in Rio Vista. Service is needed especially from Rio Vista along Highway 12 to serve Suisun City, the Suisun City train station, Fairfield, the Fairfield Mall, also including other attractions in this corridor. Furthermore, the increasing number of elderly residents will increase the demand for transit services, particularly with the construction of the "Active Adult Community".
7. **Service to Solano Community College:** Request for enhanced service to the Solano Community College for residents of both Benicia and Vallejo at levels similar to those provided to Diablo Valley College in Contra Costa County.

### General Issues

8. **Vacaville's Participation in the 511 Regional Transit Information System:** The objective of MTC's 511 Regional Transit Information System (RTIS) is to collect and consolidate service data from all transit providers in the region, linking all local service data into a single transit network that the public can use to easily travel across transit jurisdiction boundaries. The success of this system is based on accurate and up-to-date information from individual transit agencies. To maintain this critical information flow, MTC has agreements with over 20 Bay area transit providers to collect and maintain their transit data. Specifically in Solano County, MTC has completed initial data collection for all Solano County transit operators for RTIS development with the exception of the City of Vacaville. The City of Vacaville has yet to establish a commitment to participate with MTC in the RTIS. MTC staff initiated contact with Vacaville staff three years ago. A year ago both parties agreed in principle to a general plan for adding Vacaville's service data to the RTIS, but Vacaville's progress on implementing this plan appears to have stalled. As part of this agreement, the City would contract with a consultant to do the initial data collection and set up the RTIS in light of limited city staff resources. Also agreed upon was that once the system was in place, MTC would bear the on-going expense of updates to the service data whenever there are route or schedule changes. A draft MOU, outlining these points of agreement and describing mutual responsibilities, was sent to Vacaville in February of last year for review by Vacaville, but no comments or feedback were returned to MTC. MTC's most recent follow-up request for a response last April remains unanswered. This draft MOU will undergo additional revisions by MTC and Vacaville before finalizing an agreement. Based on experience with data collection for the Fairfield-Suisun Transit participation in RTIS during 2004, the realistic level of funding required for the consultant to assist Vacaville to collect data is now estimated at \$16,000-\$17,000. In conclusion, the next steps would be the execution of an MOU between the City of Vacaville and MTC; and the execution of a contract between the City of Vacaville and a contractor to complete the initial data collection phase of RTIS.





DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: FY 2004-05 Federal Appropriations

**Background:**

Major transportation projects typically receive federal funding through specific projects identified by Congress as part of the Transportation Authorization Act. The last transportation authorization act, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), expired on September 30, 2003, has been extended several times, but has not been reauthorized. Therefore, major projects have not received Federal “earmarks” through this process since that time.

In addition to the transportation authorization act, projects may receive funding through the annual appropriations bills that fund transportation and other areas of government.

**Discussion:**

The President signed the FY 2005 omnibus appropriations bill on December 8, 2004. This bill includes funding for many government programs, including transportation. The Bay Area received \$147 million for specific projects in the bill (see Attachment A).

Solano County received “earmarks” for two projects as follows:

- Fairfield/Vacaville Intermodal Station (\$496,000)
- Vallejo Baylink Intermodal Center (\$1,240,000)

As the TEA-21 Reauthorization process was reinitiated in early January by Congress, STA staff provided input to our lobbyist in Washington, D.C. for the following three Federal priority projects:

- I-80/I-680/SR 12 Interchange
- Jepson Parkway
- Vallejo Baylink Intermodal Center

STA continues to advocate for annual appropriations for the Fairfield/Vacaville Intermodal Station and the Vallejo Baylink Intermodal Center and for inclusion in the reauthorization of TEA-21 the Solano County Federal priority projects shown above.

**Recommendation:**

Informational.

Attachment

- A. MTC Memorandum, FY 2005 Federal Appropriations (January 5, 2005)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Joint Finance Working Group

DATE: January 5, 2005

FR: Rebecca Long

RE: FY 2005 Federal Appropriations

### **Background**

On December 8, the President signed the FY 2005 omnibus appropriations bill, H.R. 4818, which includes funding for transportation, as well as other domestic programs. This memo provides a summary of the funding amounts contained in the bill, as well as specific earmarks for San Francisco Bay Area projects. The amounts included in this memo reflect the 0.8 percent across-the-board rescission made on the House Floor to all amounts in the bill.

### **FY 2005 Highway and Transit Funding Levels Remain Relatively Flat**

Overall, the bill provides a very modest increase over FY 2004 funding levels. The total highway funding in the bill is \$34.4 billion, a 2 percent increase over last year. This is slightly less than the House-passed reauthorization proposal (\$34.6 billion) and substantially less than the Senate version (\$37.9 billion). The bill deducts approximately 4% of the core highway program for discretionary spending. While California's usual return from the core highway program is 8.5 percent, the state received about 4.5 percent of total highway earmarks in FY 2005, totaling \$54.5 million.

The transit program received \$7.6 billion, a 4 percent increase over FY 2005. This is in comparison to \$8.6 billion in the Senate bill and \$7.7 billion in the House bill. Amtrak funding also remained flat at \$1.2 billion, despite earlier threats in the House to drop it to \$900 million. Attachment 1 provides a detailed comparison of FY 2005 funding with the last two years.

### **San Francisco Bay Area Receives Boost in Earmark Funding**

As in recent years, project earmarking has continued to take up a larger share of the total funding. Congress provided funding to 1,827 highway and transit earmarks at a cost of \$4.2 billion — almost 10 percent of the total funding. Here at home, the San Francisco Bay Area received a 7 percent increase in earmark funding for a total of \$147 million, up from \$138 million in FY 2004. Full details on the earmarks are provided in Attachment 2.

For New Starts, the region received funding for each of the three projects requested. Specifically, BART to SFO received \$100 million, consistent with its Full Funding Grant Agreement. SF Muni Third Street Light-Rail Transit Phase 2/New Central Subway received \$10 million for preliminary engineering, while the Silicon Valley Rapid Transit Corridor received \$2.5 million. In addition, the conference report contains the language Muni has sought to clarify that the calculation of the local match for the Third Street project shall include all non-New Starts contributions made towards Phase 1.

The region received \$18 million for 10 surface transportation program (highway) earmarks, including a number of bicycle/pedestrian projects. In addition, the Golden Gate Bridge, Highway and Transportation District received \$5 million for seismic retrofit of the Golden Gate Bridge. In the Bus and Bus Facility program, seven of the ten projects included in our 2004 Report to Congress received funding, for a total of \$10.5 million, up from \$8.4 million last year. With regard to Clean Fuels (funded as part of the Bus program), three out of the four requests were fulfilled, including that of Muni, San Mateo County Transit District and Sonoma.

The region received a big jump in funding for the Job Access and Reverse Commute (JARC) program, from \$2.5 million last year to \$6 million. This funding fulfilled both of the region's requests: AC Transit (\$5.5 million) and Santa Clara Valley Transportation Authority (VTA) (\$600,000).

FY 2005 U.S. Department of Transportation Budget (in Millions)

Attachment 1

<i>Figures in millions \$</i>	FY 2003 Enacted (after 0.65% reduction)	FY 2004 Enacted (after 0.59% reduction)	FY 2005 Enacted (after 0.8% reduction)	Percent Change FY 2004-2005
<b>Federal-aid Highway Program (Obligation Ceiling)</b>	31,593	33,643	34,422	2%
Amtrak	1,043	1,218	1,207	-1%
<b>Total Transit Program</b>	7,179	7,270	7,583	4%
<b>Formula Program</b>	3,764	3,816	4,000	5%
Urbanized Area and Rural Formula <sup>1</sup>	3,663	3,667	3,850	5%
<b>Major Capital Investment Program</b>	3,111	3,169	3,312	5%
New Starts	1,251	1,316	1,438	9%
Fixed Guideway Modernization	1,207	1,199	1,204	0.4%
Bus & Bus Facilities	653	653	670	3%
<b>Access to Jobs/Reverse Commute</b>	104	124	124	0%
Elderly and Disabled	90.1	91	95	5%
<b>Planning and Research</b>	121	125	127	1%
<b>Clean Fuels</b>	50	50	50	0%
<b>Bay Area Earmark Projects</b>				
Highway	13.5	16.0	18.2	14%
New Starts	102.8	108.4	111.6	3%
Bus and Bus Facilities	10.2	8.4	10.5	25%
Job Access and Reverse Commute Grants	4.7	2.5	6.0	240%
<b>Total Earmarks</b>	130.6	137.7	147.1	7%

Source: President's Proposed Budget as detailed on FHWA and FIA websites & Senate and House Reports on DOT Appropriations Bill, Conference Reports and Committee Reports

(1) This amount for FY 2005 is an estimate based on the 5% increase in the formula program overall.

Federal Highway Administration (FHWA) Projects	FY 2005 Enacted (after 0.8% rescission)
<b>Intelligent Transportation Systems (ITS)</b>	
Transportation Management and Emergency Operations Center/City of Oakland <sup>1</sup>	\$744,000
<b>Bridge Replacement And Rehabilitation Program</b>	
Golden Gate Seismic Retrofit	\$4,960,000
<b>Federal Lands Highway</b>	
Doyle Drive Replacement Project	\$992,000
Golden Gate National Park Conservancy	\$992,000
Marin Parklands/Muir Woods visitor access	\$1,267,776
<b>Ferryboats and Ferry Terminal Facilities</b>	
S.F. Bay Area Water Transit Auth. Oyster Point Ferry	\$992,000
<b>Surface Transportation Program</b>	
Alamaden Express Pedestrian Overcrossing, San Jose	\$496,000
Cherryland/Ashland Streetscape Improvements	\$1,240,000
Healdsburg Pedestrian & Bicycle Path	\$1,240,000
Highway 101 Corridor Widening Project	\$992,000
Port of Oakland, California Interregional Intermodal System	\$992,000
Route 152 Safety Improvements, Santa Clara County	\$992,000
Vasco Road Safety Improvements	\$496,000
San Francisco, VanNess Avenue - Landscaping Improvements	\$992,000
Ygnacio Valley Road Pedestrian/Bicycle Improvements	\$793,600
<b>Subtotal For FHWA Earmark Projects</b>	<b>\$18,181,376</b>
<b>Federal Transit Administration (FTA) Projects</b>	
<b>Job Access and Reverse Commute (JARC)</b>	
AC Transit - CALWORKS	\$4,960,000
AC Transit - Hayward	\$496,000
Santa Clara Valley - Guaranteed Ride Home Program	\$595,200
<b>New Starts</b>	
BART to SFO	\$99,200,000
Muni Third Street Light Rail Project, Phase 2 <sup>2</sup>	\$9,920,000
VTA Silicon Valley - San Jose PE	\$2,480,000

<b>Section 5309 Bus and Bus Facilities</b>	
Ed Roberts Campus, Ashby BART Station	\$496,000
Fairfield/Vacaville Intermodal Station <sup>3</sup>	\$496,000
LAVTA Bus and Bus Facility <sup>4</sup>	\$496,000
LAVTA Satellite Maintenance, Operations & Admin. Facility	\$297,600
Napa Transit Center	\$496,000
Palo Alto Intermodal Center	\$744,000
SamTrans Zero Emission Bus Project	\$744,000
San Francisco Muni, Bus and Bus Facilities	\$3,968,000
Santa Clara VTA Bus Signalization Project	\$744,000
Sonoma County CNG fueling facility upgrade	\$297,600
Union City Intermodal Station	\$496,000
Vallejo Baylink Intermodal Center	\$1,240,000
<b>Subtotal for FTA Earmark Projects</b>	<b>\$128,166,400</b>
<b>General Services Administration</b>	
San Francisco Muni, communication system upgrade	\$744,000
<b>Grand Total for all Earmark Projects</b>	<b>\$147,091,776</b>

Source: Senate, House, and Conference Reports on Transportation Appropriations Bill. Amounts reflect across-the-board rescissions made to funding levels specified in bill (.80% reduction in FY 2005).

Notes:

- (1) Shaded rows indicate requests that were included in MTC's 2004 Report to Congress
- (2) Provision modifies the calculation of the non-New Starts share of funding for the Muni Third Street Light Rail Project, as provided in House bill
- (3) The FY 2005 Appropriations Bill provides that funds made available for the Alameda Aerial Gondola Project (\$497,050) in FY 2004 shall be redirected to the Fairfield/Vacaville Intermodal Transit Station.
- (4) The FY 2005 Appropriations Bill directs FTA not to reallocate funds provided in the FY 2002 transportation appropriations bill for the Livermore Amador Valley Transit Authority Bus and Bus Facility Project.



DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: FY 2004-05 STP/CMAQ Projects

**Background:**

Projects funded with Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are subject to the new project delivery guidelines and deadlines established by Caltrans and the Metropolitan Transportation Commission (MTC). Solano County projects receiving STP and CMAQ funds in FY 2004-05 are shown in Attachment A.

**Discussion:**

Projects programmed in FY 2004-05 with STP and CMAQ federal funds must have the request for obligation to Caltrans by April 1, 2005. Additionally, these projects must be identified in the Transportation Improvement Program (TIP). The amendment to the TIP to include the projects in Attachment A has been processed by MTC and should be approved by the Federal Highway Administration (FHWA) by mid-February.

**Recommendation:**

Informational.

Attachment

A. MTC list of STP and CMAQ Projects for FY 2004-05

METROPOLITAN TRANSPORTATION COMMISSION  
 FFY 2004-05 Obligation Plan Status  
 STP / CMAQ Funds  
 January 1, 2005

County	Agency	Fund Source	Federal Project ID	TIP ID	Mode	Project Title	STP Program Amount	CMAQ Program Amount	Fund	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
Alameda	AC Transit	CMAQ-T3-1-AQ		ALA010063	Bus	Acquire 416 Bus Catalyst Devices		\$68,000	CMAQ				\$68,000
Alameda	Alameda County	STP-T3-2-BF		ALA010046	Local Road	Vasco Road Safety Imps. - Phase 1	\$3,900,000		STP				\$3,900,000
Alameda	LAVTA	CMAQ-T3-1-AQ		ALA030015	Bus	Acquire 25 Bus Catalyst Devices		\$203,000	CMAQ				\$203,000
Alameda	LAVTA	CMAQ-T3-1-AQ		ALA030017	Express Bus	Express Bus - Route 70 and Subscription Routes - FY 04-05		\$89,000	CMAQ				\$89,000
Contra Costa	CCCTA	CMAQ-T3-1-AQ		CC-030016	Bus	Acquire 103 Bus Catalyst Devices		\$114,000	CMAQ				\$114,000
Contra Costa	Clayton	STP-T3-2-SF-LSR		CC-050016	Local Road	Clayton Rd/Marsh Creek Rd Rehab	\$284,000		STP				\$284,000
Contra Costa	Danville	STP-T3-2-SF-LSR		CC-050021	Local Road	Pablo Road Rehabilitation (PSE)	\$13,000		STP				\$13,000
Contra Costa	Danville	STP-T3-2-SF-LSR		CC-050021	Local Road	Pablo Road Rehabilitation (CON)	\$920,000		STP				\$920,000
Contra Costa	Martinez	STP-T3-2-SF-LSR		CC-050016	Local Road	Alhambra Avenue Rehabilitation (CON)	\$534,000		STP				\$534,000
Contra Costa	Martinez	STP-T3-2-SF-LSR		CC-050016	Local Road	Alhambra Avenue Rehabilitation (PSE)	\$66,000		STP				\$66,000
Contra Costa	Oakley	STP-FY00RAB	STPL-5477(001)	CC-010012	Local Road	O'Hara Avenue Overlay	\$217,000		STP			PENDING	\$217,000
Contra Costa	Oakley	STP-FY00RE	STPL-5477(001)	CC-010053	Local Road	East Cypress Road Overlay	\$214,000		STP			PENDING	\$214,000
Contra Costa	Richmond	STP-T3-2-SF-LSR		CC-050015	Local Road	Carlson Boulevard Rehabilitation	\$309,000		STP				\$309,000
Contra Costa	Richmond	STP-GFV01TC	STPLER-5137(028)	CC-010019	Bicycle	TLC - Richmond Greenway and Bikeway	\$1,900,000		STP			PENDING	\$1,900,000
Contra Costa	Richmond/BART	STP-FY01HIP	5137	CC-010021	Pedestrian	HIP - Richmond Transit Village Transurfed Imp. (ENV)	\$145,000		STP			PENDING	\$145,000
Contra Costa	Richmond/BART	STP-FY01HIP	5137	CC-010021	Pedestrian	HIP - Richmond Transit Village Transurfed Imp. (CON)	\$720,500		STP			PENDING	\$720,500
Contra Costa	Tridelta	CMAQ-T3-1-AQ		CC-030017	Bus	Acquire 54 Bus Catalyst Devices		\$498,000	CMAQ				\$498,000
Marin	GG&HTD	CMAQ-T3-1-AQ		MRN010032	Bus	Acquire 82 Bus Catalyst Devices		\$114,000	CMAQ				\$114,000
Region-Wide	BAAQMD	CMAQ-T3-1-AQ		MTC050016	Other	AQ Strategy - Garbage Truck Repower / Catalytic Devices	\$2,000,000		CMAQ				\$2,000,000
Region-Wide	BAAQMD	CMAQ-T3-1-AQ		MTC050017	Other	AQ Strategy - Hydrogen Fuel Cell Station	\$25,000		CMAQ				\$25,000
Region-Wide	BAAQMD	CMAQ-T3-1-AQ		MTC050018	Bus	AQ Strategy - Spare The Air - Free Regional Transit	\$2,861,000		CMAQ				\$2,861,000
Region-Wide	BAAQMD	CMAQ-T3-1-AQ		MTC050019	Other	AQ Strategy - Auto Catalytic Device Replacement - FFY 04-05	\$2,250,000		CMAQ				\$2,250,000
Region-Wide	BAAQMD	CMAQ-T3-1-AQ		MTC990015	Other	Spare the Air - FY 04-05	\$1,000,000		CMAQ				\$1,000,000
Region-Wide	BART	STP-T3-2-BF		BRT050001	Rail	Platform Edge Tile Replacement Program	\$2,000,000		STP				\$2,000,000
Region-Wide	MTC	CMAQ-T3-1-RO	CML-6084(085)	MTC99002A	Bus	TransLink® FY 04-05 (CMAQ portion)	\$19,800,000		CMAQ	\$19,800,000		11/18/2004	
Region-Wide	MTC	STP-T3-2-RO	6084(###)	MTC990014	Bus	Regional Transit Information System (RTIS)	\$2,000,000		CMAQ				\$2,000,000
San Francisco	MUNI	CMAQ-T3-1-AQ		SF-030008	Bus	Acquire 45 Motor Coach Clean Air Device Retrofit		\$365,000	CMAQ				\$365,000
San Mateo	SamTrans	CMAQ-T3-1-AQ		SM-030018	Bus	Acquire 285 Bus Catalyst Devices		\$454,000	CMAQ				\$454,000
San Mateo	SamTrans	CMAQ-T3-1-AQ		SM-030019	Express Bus	Express Bus - El Camino Real Corridor - FY 04-05		\$308,000	CMAQ				\$308,000
San Mateo	San Mateo Co	STP-T3-2-BF		SM-050024	Local Road	Pescadero Creek Road Resurfacing Project	\$310,000		STP				\$310,000
Santa Clara	VTA	CMAQ-T3-1-AQ		SC1030021	Bus	Acquire 99 Bus Catalyst Devices		\$602,000	CMAQ				\$602,000
Santa Clara	VTA	CMAQ-T3-1-AQ		SC1030021	Bus	AQ Strategy - 129 Bus Catalyst Devices	\$1,057,000		CMAQ				\$1,057,000
Solano	Dixon	CMAQ-T3-2-SOL	5056	SOL030001	Bus	Dixon Intermodal Facility	\$875,000		CMAQ				\$875,000
Solano	Fairfield	CMAQ-T3-1-AQ		SOL030018	Bus	Acquire 24 Bus Catalyst Devices - FY 04-05	\$195,000		CMAQ				\$195,000
Solano	Rio Vista	CMAQ-T3-2-SOL	STPLER-5098(005)	SOL991091	Pedestrian	Rio Vista Main St. Improvements (CMAQ portion)	\$100,000		CMAQ				\$100,000
Solano	Rio Vista	STP-FY00RAB	STPLER-5098(005)	SOL991091	Pedestrian	Rio Vista Main St. Improvements (STP Portion)	\$37,500		STP				\$37,500
Solano	Solano County	CMAQ-T3-2-SOL		SOL050024	Bicycle	Vacaville-Dixon Bicycle Route	\$200,000		CMAQ				\$200,000
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050025	Bicycle	Ujatis Creek Bike Path (PSE)	\$50,000		CMAQ				\$50,000
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050025	Bicycle	Ujatis Creek Bike Path (ENV)	\$100,000		CMAQ				\$100,000

METROPOLITAN TRANSPORTATION COMMISSION  
 FFY 2004-05 Obligation Plan Status  
 STP / CMAQ Funds  
 January 1, 2005

County	Agency	Fund Source	Federal Project ID	YIP ID	Mode	Project Title	STP Program Amount	CMAQ Program Amount	Fund	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050025	Bicycle	Ujatis Creek Bike Path (CON)		\$250,000	CMAQ				\$250,000
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050028	Bicycle	Southside Bikeway (PSE)		\$150,000	CMAQ				\$150,000
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050028	Bicycle	Southside Bikeway (ENV)		\$150,000	CMAQ				\$150,000
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050027	Bicycle	Centennial Park Bike Path (PSE)		\$150,000	CMAQ				\$150,000
Solano	Vacaville	CMAQ-T3-2-SOL		SOL050027	Bicycle	Centennial Park Bike Path (ENV)		\$150,000	CMAQ				\$150,000
Solano	Vallejo	CMAQ-T3-1-AQ		SOL010033	Bus	Acquire 27 Bus Catalyst Devices - FY 04-05		\$219,000	CMAQ				\$219,000
Sonoma	Santa Rosa Bus	CMAQ-T3-1-AQ		SON030008	Bus	Acquire 22 Bus Catalyst Devices		\$179,000	CMAQ				\$179,000
							\$37,884,000	\$11,470,000	\$38,714,000	\$19,800,000	\$28,914,000		





DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Potential Projects for Accelerated Project Delivery

**Background:**

The Solano Transportation Authority has traditionally served as the Countywide transportation planning agency and functioned as the funding agency for major projects within Solano County. In this capacity, the STA has planned for and pursued and obtained State and Federal funding for capital projects for member agencies and for major projects on the state highway system. Examples of these efforts are funding for the Jepson Parkway, SR 37, the I-80/I-680 Auxiliary Lanes Project, the Vallejo Station and other projects within Solano County.

The STA expanded its role into Project Development when it initiated the PA/ED (Project Approval/Environmental Documents) phase of the Jepson Parkway. The STA continued its services to member agencies in Project Development by acting as the lead agency on the PA/ED phase of both the I-80/I-680/SR 12 Interchange Project and the North Connector Project. The PA/ED phase of each of these three projects is currently in progress. Completion of the Project Approval and Environmental Documents for each of these projects will allow them to proceed to design, right-of-way procurement and construction as funding becomes available.

**Discussion:**

In order to ensure Solano County is positioned to successfully compete for limited State and Federal funds for major highway projects, STA needs to continue aggressive project development by preparing competitive projects to be included in the State Transportation Improvement Program (STIP). To do this, STA will work with Caltrans to prepare Project Study Reports (PSRs) for projects identified in the I-80/I-680/I-780 Major Investment & Corridor Study, the SR 12 Major Investment Study, and the future SR 113 Major Investment Study.

Project Study Reports are typically the initial phase of preparing a project to be included in the STIP. The PSR is an engineering report that identifies the scope, schedule and estimated cost of a project to be included in a future STIP and provides the avenue for consensus between Caltrans and local and regional agencies on the details of the project. The California Transportation Commission (CTC) typically requires a PSR for any capacity increasing project to be included in the STIP.

A PSR may be completed by Caltrans or by a local agency in cooperation with Caltrans. Although Caltrans District 4 may be able to complete an average of one PSR per year for Solano County projects, STA should move forward to prepare additional PSRs for high-impact projects identified through the various corridor studies to prepare these projects for future STIP cycles. The CMAQ/STP swap approved by the STA Board in September 2004 provides the funding resources necessary over the next three fiscal years to complete several project PSRs that will position Solano County to better compete for limited State and Federal funds in upcoming STIP and Federal reauthorization cycles, and to accelerate the project development schedule for these projects.

The I-80/I-680/I-780 Major Investment & Corridor Study provides a list of 50 projects throughout Solano County as potential candidate projects for Accelerated Project Delivery. Attachment A provides the list of projects and the current cost estimates for these projects. Additional candidate projects will be identified as part of the SR 12 Implementation Plan.

On January 13, 2005, the STA TAC reviewed the projects in the I-80/I-680/I-780 Major Investment & Corridor Study to identify potential candidates for PSRs to be developed by the STA. The TAC identified 23 potential projects from the study that may have a high positive traffic impact with reasonable costs. These projects are circled on Attachment A and will be presented to the Board at the Board Retreat on February 17, 2005. With assistance from the STA TAC, STA staff will develop a prioritized list of potential projects for PSR development for consideration by the STA Board at a future Board meeting.

**Recommendation:**

Informational

Attachment

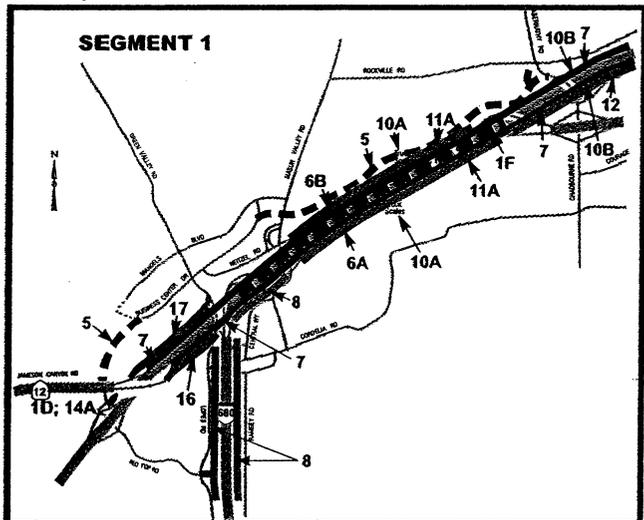
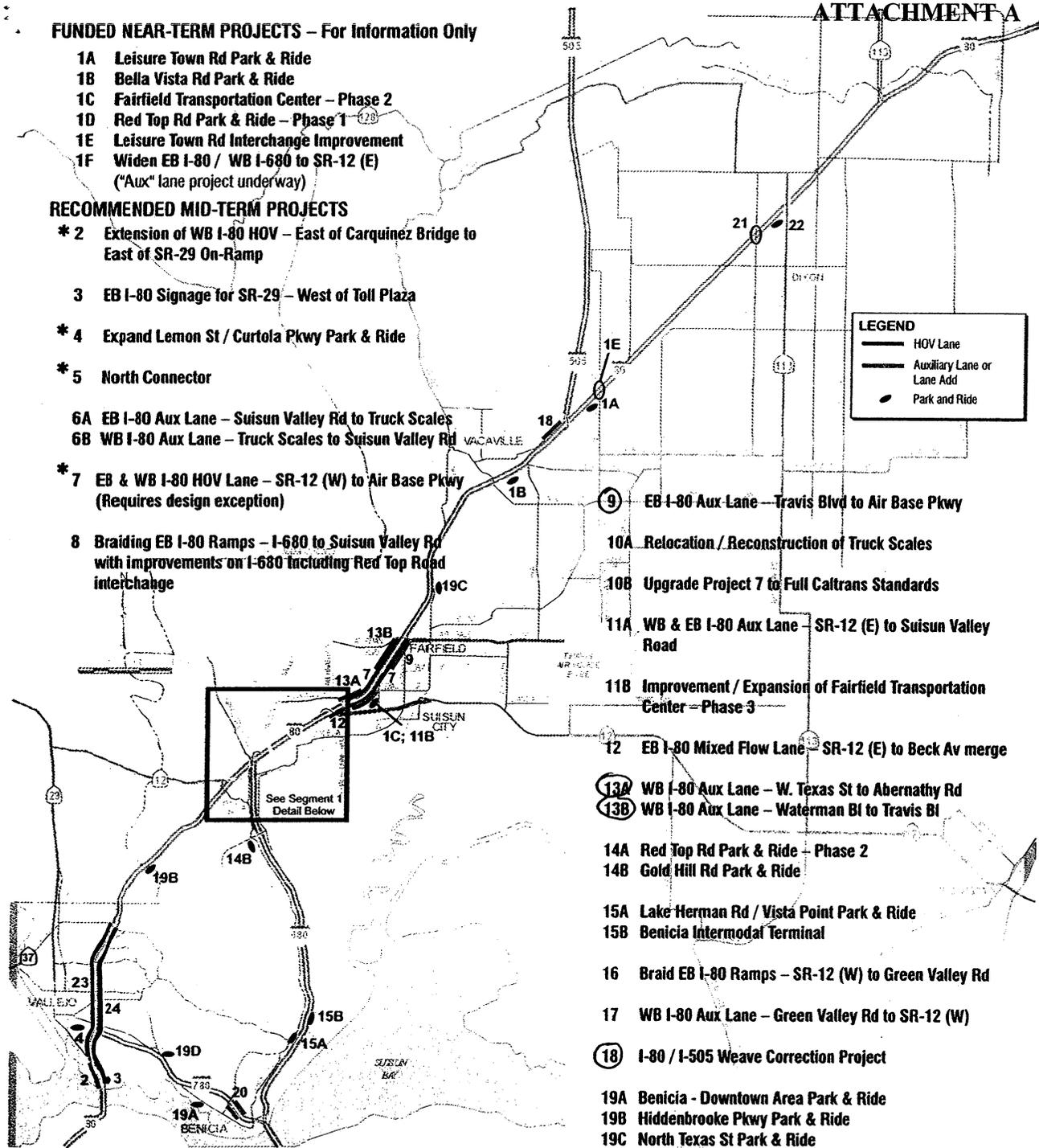
- A. Pages from the I-80/I-680/I-780 Major Investment & Corridor Study (4 pages)

**FUNDED NEAR-TERM PROJECTS – For Information Only**

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

**RECOMMENDED MID-TERM PROJECTS**

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



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

\* Projects which are currently partially funded.

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY  
**Figure 0-2**  
**MID-TERM PROJECTS**  
**IN ORDER OF PRIORITY**

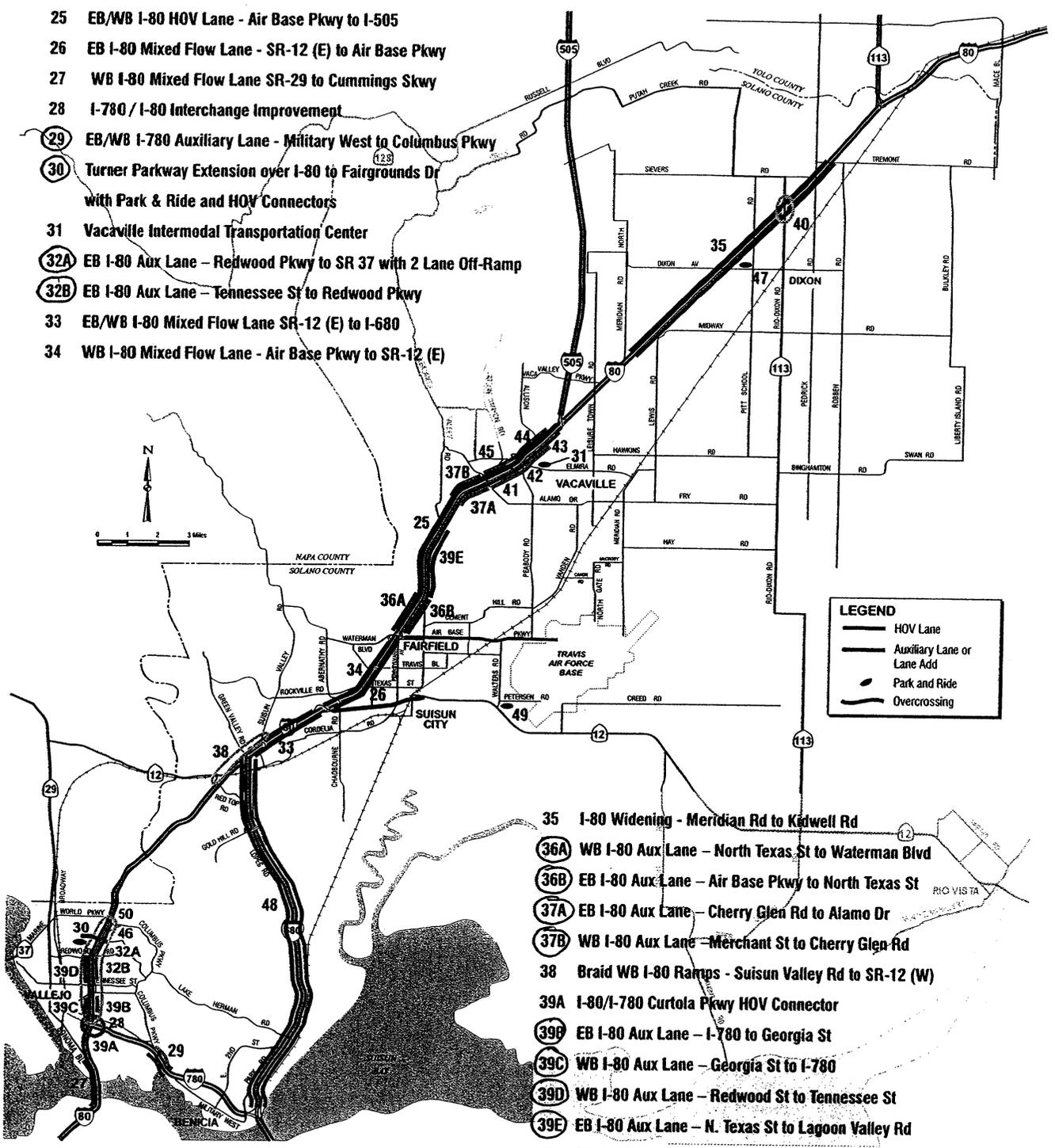
Table 0-4, respectively. The locations of mid-term and long-term projects are illustrated in Figures 0-2 and 0-3, respectively. Local Interchange improvements within each local jurisdiction were prioritized separately and Table 0-5 presents the results.

**Table 0-3 Recommended Mid-Term Projects**

Priority	Project	Segment	Cost in million \$ (2003)
1	(Near Term Projects stated in Table 0-2)		
2	Extension of WB I-80 HOV Lane - East of Carquinez Bridge to East of SR-29	2	\$1.5 - **** 5.7
3	EB I-80 Signage for SR-29 - West of Toll Plaza	2	\$0.16
4	Expand Lemon St & Curtola Pkwy Park & Ride	2	\$30.0 * ****
5	North Connector	1	\$68.0 ****
6A	EB I-80 Aux Lane - Suisun Valley Rd to Existing Truck Scales	1	\$2.4 **
6B	WB I-80 Aux Lane - Existing Truck Scales to Suisun Valley Rd	1	\$1.7 **
7	I-80 EB & WB HOV Lane - SR 12 West to Air Base Pkwy (Requires design exception)	1,6	\$78.0 ** ****
8	Braiding EB I-80 Ramps - I-680 to Suisun Valley Rd with improvements along I-680 including Red Top Road	1	\$131.0 - ** 186.0
9	EB I-80 Aux Lane - Travis Blvd to Air Base Pkwy	6	\$3.7
10A	Relocate/Reconstruct Truck Scales	1	\$226.0 **
10B	Upgrade Project 7 to Full Caltrans Standards	1,6	\$4.0
11A	WB/EB I-80 Aux Lane - SR-12(E) to Suisun Valley Rd	1	\$10.9 **
11B	Improvement/Expansion of Fairfield Transportation Center - Phase 3	6	\$6.0 *
12	EB I-80 Mixed Flow Lane - SR-12 (E) to Beck Av Merge	6	\$16.6
13A	WB I-80 Aux Lane - West Texas St to Abernathy Rd	6	\$4.4
13B	WB I-80 Aux Lane - Waterman Blvd to Travis Blvd	6	\$5.0
14A	Red Top Rd Park & Ride - Phase 2	1	\$4.0 *
14B	Gold Hill Road Park & Ride	4	\$3.0 *
15A	Lake Herman Rd / Vista Point Park & Ride	4	\$0.2 *
15B	Benicia Intermodal Terminal	4	\$30.0 *
16	Braid EB I-80 Ramps - SR-12(W) to Green Valley Rd	1	\$44.0 **
17	WB I-80 Aux Lane - Green Valley Rd to SR-12 (W)	1	\$2.2 **
18	I-80/I-505 Weave Correction Project	6	\$8.4 ***
19A	Benicia - Downtown Area Park & Ride	3	\$2.5 *
19B	Hiddenbrooke Pkwy Park & Ride	5	\$0.25 *
19C	North Texas St Park & Ride	6	\$1.0 *
19D	Columbus Pkwy/Rose Rd Park & Ride	3	\$1.5 *
20	EB/WB I-780 Stripe Aux Lane - 2nd St to 5th St	3	\$0.2
21	I-80 / Pitt School Rd Interchange Improvement	7	\$4.1
22	North First St Park & Ride	7	\$0.25
23	WB I-80 HOV Lane - Carquinez Bridge to SR-37	2	\$15.7
24	EB I-80 HOV Lane - Carquinez Bridge to SR-37 with improvement to Redwood Pkwy EB off-ramp	2	\$32.3
		<b>Total</b>	<b>\$739-\$798</b>

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

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



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

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

June 5, 2003	Rev 8-11-03	Rev 1-15-04	Rev 2-23-04	Rev 5-18-04
Rev 7-1-03	Rev 10-1-03	Rev 1-26-04	Rev 3-04-04	Rev 5-25-04
Rev 7-1-03	Rev 11-25-03	Rev 1-28-04	Rev 5-05-04	Rev 6-17-04
Rev 8-7-03	Rev 12-15-03	Rev 1-29-04	Rev 5-07-04	Rev 8-4-04

**Table 0-4 Recommended Long-Term Projects**

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

\* Estimates from Mark Thomas and Company, Inc.

\*\* Estimates from Wilbur Smith and Associates



DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Regional Measure 2 (RM 2) Program Update

**Background:**

In March 2004, Bay Area voters approved Regional Measure 2 (RM 2) increasing the toll on seven state-owned Bay Area bridges from \$2.00 to \$3.00 beginning on July 1, 2004. Regional Measure 2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM 2 funding. Solano County is eligible to receive RM 2 funds for a number of capital projects and express bus operations (see Attachment A).

**Discussion:**

Due to restrictions on using bridge tolls for transit operations on bridges receiving Federal funds, MTC was unable to award transit operations funds during the first half of FY 2004-05. MTC requested and received approval from the Federal Highway Administration (FHWA) to use an "administrative" method for providing the transit operating funds by using only tolls generated from the five bridges in the Bay Area that do not receive Federal funds. This approval allows MTC to begin meeting the requirements of SB 916 (the RM 2 implementing legislation) for allocating RM 2 funds to transit operations.

Additionally, as part of the approval process for the Regional Transportation Plan (RTP), Federal regulations require RM 2 capital projects to be included in the air quality conformity analysis for the Transportation Improvement Program (TIP). MTC has amended the RM 2 capital projects into the TIP (Amendment No. 5 to the 2005 TIP). These projects conform to the new air quality conformity analysis being conducted as part of the RTP (also called Transportation 2030). Although MTC provided the TIP amendment for all RM 2 projects for the initiation of the RM 2 program, in the future project sponsors will be responsible for updating their RM 2 projects in the TIP as allocations are received.

Project allocation requests are processed as they are received. The MTC website (see information in Attachment B) has information and a calendar outlining the specific dates required for allocation requests. As projects receive allocations, quarterly progress reports will be required by MTC from the project sponsor. MTC is currently developing a format for the quarterly reports.

**Recommendation:**

Informational.

Attachments:

- A. Regional Measure 2 Solano County Projects
- B. MTC Memorandum, Regional Measure 2 Program Updates (December 15, 2004)

Regional Measure 2  
Solano County Projects  
(Costs in \$000's)

	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future
<b>RM 2 ANNUAL OPERATING</b>							
<b>Vallejo Ferry (\$2.7M/yr)</b>							
- Vallejo	100.0	2,700.0	2,700.0	2,700.0	2,700.0	2,700.0	2,700.0
<b>Regional Express Bus North Pool (\$3.4M/yr)</b>							
- FST/Benicia (I-680)	120.1	126.1	132.4	139.0	146.0	1,700.0	1,700.0
- Vallejo (I-80)	850.0	1,725.5	1,751.4	1,777.7	1,804.3	1,700.0	1,700.0
<b>CAPITAL PROJECTS</b>							
<b>Vallejo Station (\$28M, Vallejo)</b>							
- Vallejo	0.0	5,000.0	10,000.0	13,000.0			28,000.0
<b>Solano Express Bus Intermodal Facilities (\$20M, STA)</b>							
- Vallejo - Curtola	1,000.0	200.0	3,000.0	1,800.0			6,000.0
- Benicia Intermodal (Ph 1)				3,000.0			3,000.0
- Fairfield Transportation Ctr	800.0	200.0	4,500.0				5,500.0
- Vacaville Intermodal (Ph 1)	500.0	2,000.0	3,000.0				5,500.0
<b>Solano Corridor Near I-80/I-680 (\$100M, STA)</b>							
- North Connector (East end)				23,552.0			23,552.0
- I-80 HOV Lane (12W to AB)	1.0	1.0	10,346.0	64,102.0			74,450.0
<b>Capital Corridor Improvements (\$25M, CCJPA and STA)</b>							
- CCJPA Track Improvements	500.0	5,000.0	2,250.0				7,750.0
- FF/VV Rail Station and Track Improvements	500.0	800.0	9,000.0	6,950.0			17,250.0
<b>Regional Express Bus North (\$20M, \$4M Committed, MTC)</b>							
- Vallejo							
-- Curtola			2,000.0	4,000.0			6,000.0
-- FST							0.0
-- FTC Parking Structure				2,500.0			2,500.0
-- I-680/Industrial PnR	500.0	1,000.0					1,500.0
-- Vacaville Intermodal (Ph 1)		2,000.0					2,000.0





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
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TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *Memorandum*

TO: Regional Measure 2 Project Sponsors

DATE: December 15, 2004

FR: Melanie Choy and Vince Petrites

RE: Regional Measure 2 Program Updates

### **Regional Measure 2 Policies and Procedures**

On November 17, 2004, MTC approved an amendment to the Regional Measure 2 (RM2) Policies and Procedures. The amendment incorporates performance measures for transit operating assistance as well as minor technical amendments to the Policies and Procedures. The updated policies and procedures can be accessed online at: [http://www.mtc.ca.gov/funding/RM2/policies\\_procedures.pdf](http://www.mtc.ca.gov/funding/RM2/policies_procedures.pdf)

### **Inclusion into the 2005 Transportation Improvement Program**

As part of the approval process for the regional long-range plan, Transportation 2030 (T-2030), federal regulations require that the air quality conformity for the Transportation Improvement Program (TIP) be redetermined. This action also provides an opportunity for the region to amend new non-exempt projects, which have recently become fully funded through the passage of several local sales tax measures and Regional Measure 2 (RM2), into the TIP. Consequently, we have used the opportunity to amend the RM2 capital program funds and projects into the TIP. Generally, the RM2 operating program funds do not need to be included into the TIP. Amendment No. 5 to the 2005 TIP, conforms projects in the 2005 TIP to the new air quality conformity analysis being conducted as part of the T-2030 approval process. To review projects in the amendment, visit: <http://www.mtc.ca.gov/publications/tip/tipind.htm> and select "Proposed TIP Amendments." Any comments or corrections are due to MTC by Monday, January 10, 2005. Amendment 05-05 will be presented to the Commission at its February meeting for approval.

In the future, project sponsors will be responsible for updating their RM2 project listing in the TIP based on approved RM2 allocations. RM2 funds in the TIP have been categorized as local, capital or operating. Only allocated funds are coded with capital or operating in the fund code and represent the approved cash flow plan from the approved MTC allocation resolution. Unallocated RM2 funds are coded with "local" to indicate a commitment of RM2 funding to the project in the TIP.

### **Website Updates**

MTC's website page for the RM2 program has been updated. You will find general information regarding the RM2 program and information for RM2 project sponsors and implementing agencies. The allocation process and various document formats are posted online for project sponsors or

implementing agencies that are requesting RM2 funding through both the capital and operating program. Please refer to <http://www.mtc.ca.gov/funding/rm2.htm> for more information.

### **Capital Program Allocation Requests**

MTC is currently processing the January allocation approval requests. Beginning with February allocation approval requests, the 60-day and 30-day deadlines for MTC staff receipt of the allocation request materials will be adhered to. If you intend to request a February allocation approval, please submit your allocation request by Wednesday, December 22, 2004. A calendar has been posted on the website outlining the specific dates for receipt of various documents (see <http://www.mtc.ca.gov/funding/rm2capital.htm>).

To initiate an allocation, you may submit your allocation request (allocation request form and draft Initial Project Report) via e-mail to Melanie Choy at [mchoy@mtc.ca.gov](mailto:mchoy@mtc.ca.gov). Thereafter, MTC Staff will confirm receipt of your request and contact you to proceed with your allocation request.

### **Operating Program Allocation Requests**

The Program for operating support of Regional Express Bus services (North and South) and Owl Service will be reviewed by the Commission in January. It is anticipated that operating allocations consistent with these programs will commence in February.

### **Quarterly Progress Reports and Invoicing**

As a reminder, the first quarterly progress report for RM2 capital program allocations will be due on April 30, 2005 covering the period from the date of allocation to March 31, 2005. A format for the quarterly progress reports is forthcoming. Project sponsors should submit any quarterly invoices along with the quarterly progress report. A format for the invoices are available online and supporting documentation must accompany the invoices, including documentation of the derivation of your mark-up rate for direct staffing costs.

### **For More Information**

If you have any questions or comments regarding the administration of the RM2 Program, please contact:

#### **Capital Program**

Melanie Choy at (510) 464-7865 or [mchoy@mtc.ca.gov](mailto:mchoy@mtc.ca.gov)

#### **Operating Program**

Vince Petrites at (510) 464-7742 or [vpetrites@mtc.ca.gov](mailto:vpetrites@mtc.ca.gov)

**Regional Measure 2 Capital Program  
Allocation Requests  
(As of December 30, 2005)**

Below is a summary of the RM2 allocation requests submitted to MTC from project sponsors and implementing agencies for the upcoming months.

January 2005				
RM2 No.	Project Title	Sponsor/ Implementing Agency	Proposed Allocation Amount	Phase
20.2	Safe Routes to Transit Program	MTC/TALC/EBBC	\$45,000	Environmental (Planning)
<b>Total</b>			<b>\$45,000</b>	

February 2005				
RM2 No.	Project Title	Sponsor/ Implementing Agency	Proposed Allocation Amount	Phase
3	E-Line Historic Streetcar	Muni	4,290,000	Construction
18	Translink	MTC/ GGBH&TD	\$250,000	Environmental
<b>Total</b>			<b>\$4,540,000</b>	



DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Transportation Improvement Program (TIP) Update

**Background:**

All projects receiving Federal funds and/or that need Federal approvals (e.g., permits, environmental clearance, etc.) must be included in the Transportation Improvement Program (TIP). The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency, monitors the TIP for the Bay Area and processes proposed changes to the TIP. The TIP is required to be financially constrained and only includes projects with sources of funding that Federal Highway Administration officials agree are likely to be available.

**Discussion:**

Over the past few months, MTC has processed three TIP amendments. One major amendment amended into the TIP all of the local streets and roads projects receiving 2<sup>nd</sup> Cycle STP funds and other projects receiving 2<sup>nd</sup> Cycle STP and/or CMAQ funds. Approval of this major amendment is anticipated to be received by January 31, 2005.

One minor amendment makes several revisions to State Transportation Improvement Program (STIP) projects for financial constraint purposes and was approved in early January. The other amendment is a major amendment that conforms the 2005 TIP to the Regional Transportation Plan and adds several new projects to the TIP. This amendment is currently in the public review and comment process.

Jennifer Tongson, the STA's Projects Assistant, is available to help agencies with TIP amendments or to answer specific questions regarding TIP amendments.

**Recommendation:**

Informational.

Attachment

- A. MTC Memorandum, Transportation Improvement Program Update (January 5, 2005)



## ATTACHMENT A

METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bert MetroCenter  
191 Eighth Street  
Oakland, CA 94607-7700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

### *Memorandum*

TO: Joint Working Group

DATE: January 5, 2005

FR: Raymond Odunlami, Joint Working Group

RE: Transportation Improvement Program Update

#### Pending Amendments

TIP Amendment 05-02 is a major amendment that programs TEA 21 Reauthorization second cycle STP/CMAQ projects. The amendment was approved by the MTC commission on December 15, 2005 and is pending Caltrans approval. Federal approval is anticipated before the end of January.

TIP amendment 05-03 is an administrative amendment that should be approved by MTC on January 5, 2005 and by Caltrans on January 12, 2005. Amendment 05-03 makes several revisions to STIP projects for financial constraint purposes.

TIP Amendment 05-04 is pending development and will be the January minor/administrative amendment.

TIP Amendment 05-05 is a major amendment that conforms the 2005 TIP to the Transportation 2030 Plan. The amendment adds several new projects (including non-exempt) projects into the 2005 TIP, and also delays some 2004 STIP projects for financial constraints purposes. The amendment is currently out for a public review and comment period ending on January 17, 2005.

#### STIP Financial Constrain

In August 2003 after the FY 2003-04 State budget had confirmed that actual STIP allocations in FY2003-04 were to be considerably lower than originally programmed, FHWA/FTA imposed a financial constraint freeze on the California FSTIP. This action prevented MPOs in the state from processing any TIP amendment until they were able to demonstrate that their TIP was financially constrained. Up until February of 2004, MTC was the only MPO that was able to reconstrain its TIP – thanks to self-help counties and their unprogrammed sales tax and measure funds.

Due to the continued uncertainty of the STIP, another TIP freeze or, lockdown is anticipated again this July. To minimize the impact of the freeze on the regions TIP, we have taken necessary action to temporarily reprogram most of the 2004 STIP (RTIP and ITIP) funds. We assumed no STIP funds would be available in FY 2004-05, only half of the funds would be available in FY2005-06 and that FY 2006-07 would be held at current funding levels.

We programmed the STIP funds in the TIP accordingly, taking advantage of the Air Quality Conformity analysis for the T-2030 and taking advantage of TIP amendment 05-05. This will prevent us performing another air quality conformity analysis necessary to take the same programming action after July. Please keep in mind that the TIP is a three-year document (FY2004-5 thru FY2006-07) and any funding outside of those three years is for informational purposes only.

Should STIP funding come through, the funds will be available in the current year through an administrative TIP amendment.

This financial constraint programming action is being done through TIP amendment 05-03 and TIP amendment 05-05 and has no impact on the priority or delivery of the projects. Should you have any questions do not hesitate to contact me at (510) 464-7717 or Kenneth Folan at (510) 464-7804.

The listings for these TIP amendments are available on the Internet at:

<http://www.mtc.ca.gov/publications/tip/proposed.htm>

**METROPOLITAN TRANSPORTATION COMMISSION**  
**2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
 MAJOR TIP AMENDMENT SCHEDULE

AMENDMENT REQUEST SUBMISSION DEADLINE	PAC APPROVAL	COMMISSION APPROVAL	STATE APPROVAL*	FED. APPROVAL*
October 22, 2004	December 8, 2004	December 15, 2004	January 7, 2005	January 21, 2005
November 19, 2004	February 9, 2005	February 23, 2005	March 11, 2005	March 31, 2005
January 28, 2005**	March 9, 2005	March 23, 2004	April 8, 2005	April 22, 2005
March 11, 2005	May 11, 2005	May 25, 2005	June 10, 2005	June 30, 2005
June 10, 2005	August 10, 2005	August 24, 2005	September 9, 2005	September 30, 2005
September 9, 2005	December 7, 2005	December 14, 2005	January 6, 2006	January 20, 2006

Minor and Administrative Amendments will continue to be processed monthly.

\* Dates are anticipated approval dates.

\*\* 2005 FTA Program of Project Amendment will be processed as soon as the Federal Register is released.

**METROPOLITAN TRANSPORTATION COMMISSION**  
**2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**TIP AMENDMENT PROGRESS**

Amendment Type

Description

MTC Approval Date

Caltrans Approval Date

FTA/FHWA Approval Date

Amendment	Type	Description	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
05-05	Major	Amendment 05-05 reconfirms the 2005 TIP to the latest emissions standards and amends in several non-exempt projects throughout the region.	Pending	Pending	Pending
05-04	Minor	Pending Development	Pending	Pending	N/A
05-03	Minor	Amendment 05-03 revises funding programmed to several STIP projects for financial constraint purposes and makes other minor revisions to projects throughout the region.	1/5/05	Pending	N/A
05-02	Major	Amendment 05-02 programs 2nd Cycle STP/CMAQ projects into the 2005 TIP. 2nd Cycle projects include numerous Local Street and Road Rehabilitation projects, new TLC projects and funding for CMA planning activities. The amendment also constrains several STIP projects to the adopted STIP and makes other corrections to projects throughout the region.	12/15/04	Pending	Pending
05-01	Minor	Amendment 05-01 constrains several projects in the 2005 TIP to the adopted 2004 State Transportation Improvement Program (STIP); made revisions to the Catalytic Device procurement program and made minor revisions to other projects throughout the region.	11/17/04	11/22/04	N/A
05-00	Major	Adoption of the 2005 Transportation Improvement Program (TIP).	7/28/04	9/10/04	10/4/04





DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Update of Small UZA Payback Plan

**Background:**

The Federal Transit Administration (FTA) provides funding for transit operations and capital. Large urbanized areas (UZA's), like San Francisco-Oakland, receive funding directly from FTA. Small UZA's receive funding from the State through the Governors apportionment. In California, 31 small UZA's (including Fairfield, Vacaville and Vallejo) receive FTA funding from the Governor's apportionment.

Prior to the 2000 census, Santa Rosa was a small UZA and received an advance of funds from the Governor's apportionment. Santa Rosa then transitioned from a small UZA to a large UZA and was no longer eligible to receive funds from the Governors apportionment. Due to this change in status, Caltrans requested that Santa Rosa City Bus return \$1,490,209 that had been advanced. Santa Rosa City Bus denied Caltrans' request based on their interpretation that the funds were a grant and not an advance of apportionment.

In order to recover the \$1,490,209 advanced to Santa Rosa, Caltrans has proposed that the current small UZA's in the Bay Area (Fairfield, Vacaville, Vallejo, Gilroy, Morgan Hill, Livermore, Napa and Petaluma) foot the bill over three federal fiscal years starting with FFY 2004-05. For the Solano County transit agencies, this "remedial plan" proposed by Caltrans will result in a loss of \$280,051 for Fairfield, \$196,858 for Vacaville and \$416,173 for Vallejo, or a total of \$893,082 for Solano County transit agencies to pay a bill owed by Santa Rosa.

**Discussion:**

On October 6, 2004 MTC sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. Additionally, the STA, Napa County Transportation Planning Agency (NCTPA), Santa Clara Valley Transportation Authority (VTA), and the City of Fairfield, the City of Vacaville and Vallejo Transit sent letters to Caltrans strongly opposing this proposed plan.

Due to the intense pressure from the above agencies, Caltrans responded to MTC and informed them that funding for small transit operators would not be reduced for FY 2004-05 and they would continue to seek repayment of these funds from Santa Rosa (see Attachment A). However, Caltrans did not say they were abandoning the proposal and reiterated that a deficit exists in the Governor's Apportionment because of the advance to Santa Rosa and would need to be resolved.

STA staff will continue to work with MTC, Caltrans and the other Bay Area CMA's to resolve this issue without an adverse affect on the small transit operators in the Bay Area.

**Recommendation:**

Informational.

Attachment

A. Caltrans Letter to MTC (January 7, 2005)

**DEPARTMENT OF TRANSPORTATION**  
**OFFICE OF THE DIRECTOR**  
 1120 N STREET  
 P. O. BOX 942873  
 SACRAMENTO, CA 94273-0001  
 PHONE (916) 654-5368  
 FAX (916) 654-6608  
 TTY (916) 653-4086



*Flex your power!  
 Be energy efficient!*

January 7, 2005

Steve Heminger, Executive Director  
 Metropolitan Transportation Commission  
 Joseph P. Bort Metro Center  
 101 Eighth Street  
 Oakland, CA 94607-4700

*Steve*  
 Dear Mr. Heminger:

This responds to Therese McMillan's letter of last October regarding the \$ 1,490,209 of Federal Transit Administration (FTA) section 5307 funds advanced to Santa Rosa CityBus and Sonoma County Transit beginning in 1997. As you know, these were funds contained in the Governor's Apportionment administered by Caltrans that had not been programmed for timely use by other small-urbanized area transit operators. In order for operators with projects "earmarked" in the FTA Section 5309 program to access those earmarked funds, all funds in the Governor's Apportionment needed to be programmed. Thus, advances of unprogrammed funds to operators with immediate needs benefited the small operators as a whole.

We believed there was agreement at the time that the funds advanced to Santa Rosa would be paid back to the Governor's Apportionment and would thereafter be available for use by other small operators. Apparently Sonoma County Transit understood the arrangement to be an advance and they have agreed to repay funds they received under this agreement. We had redirected unprogrammed funds to other agencies in the past, and those advances had been repaid, usually by reducing future allocations. Several "timing" issues have allowed Santa Rosa CityBus to serendipitously take the position that no payback is required, the most significant of which was the 2000 Census which moved the Santa Rosa urbanized area out of the Governor's Apportionment, and into the position of receiving FTA Section 5307 transit funds administered by the Metropolitan Transportation Commission (MTC). Therefore, Caltrans could no longer withhold funds from future allocations to Santa Rosa to accomplish a "repayment" of the advance.

Over the past several years, we have attempted to work with Santa Rosa and MTC to equitably resolve this dispute. We believed that MTC would want to recover funds advanced to one operator in the Bay Area so that the funds might be available to other operators as needed. Your staff had supported the advance, and although they have been actively engaged in our discussions with Santa Rosa, we have been unable to reach agreement.

First and foremost, we expect that the funds will be recovered from Santa Rosa CityBus. However, one option considered in the interim was the idea of reducing funds available to small operators in the MTC area to recover the funds advanced to Santa Rosa. This option has understandably caused considerable concern for those other Bay Area operators. It should be noted that other operators in the Bay Area who received advances in the past repaid them. I understand

Steve Heminger

January 7, 2005

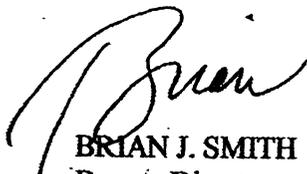
Page 2

this issue has become critical because you are in the process of determining what transit funds are available from a number of sources in 2004-2005 and developing necessary Transportation Improvement Plan (TIP) amendments.

To allow you to conduct the region's business effectively, I have decided that we will not reduce the Section 5307 funding available to small transit operators in the Bay Area in the current year. Please note that this means that all small transit operators can expect to receive allocations based on the 2005 federal apportionment. However, until the Santa Rosa issue is resolved there remains a deficit that impacts the Governor's Apportionment.

In the interest of small transit operators statewide, we will continue to seek reimbursement from Santa Rosa and would appreciate any suggestions and assistance you and your staff can provide. If you have any further questions, feel free to contact Ms. Gale Ogawa, Acting Division Chief for Mass Transportation via phone at (916) 654-8144.

Sincerely,



**BRIAN J. SMITH**  
Deputy Director  
Planning and Modal Programs

c:

Kate Miller, MTC  
Robert Dunlavey, Santa Rosa City Bus  
Bryan Albee, Sonoma County Transit  
Mark K Akaba, City of Vallejo  
Carolyn Gonot, Santa Clara Valley Transit Authority  
Kevin Daughton, Fairfield-Suisun Transit  
Barbara Duffy, Livermore Amador Valley Transit Authority  
Trent Fry, City of Vacaville  
Bill Dodd, Napa County Transportation Planning Agency  
Nina Rannells, Golden Gate Bridge, Hwy, & Transp. District  
Carol Wilson, City of Benicia  
Carolyn Gonot, Santa Clara Valley Transit Authority



DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Local Streets and Roads Update

**Background:**

The Local Streets and Roads (LS&R) Committee of the Partnership Board is comprised of Public Works and Congestion Management Agency (CMA) personnel from throughout the Bay Area. This committee is tasked with providing recommendations to the Partnership Board regarding the streets and roads in the Bay Area and potential policies for addressing the needs of agencies to adequately maintain local streets and roads.

Over the past year, the LS&R Committee has been working with staff from the Metropolitan Transportation Commission (MTC) on two major tasks:

- Evaluation of the Metropolitan Transportation System (MTS)
- Equitable distribution of Federal funding for local streets and roads

**Discussion:**

**EVALUATION OF THE MTS**

Based upon a thorough evaluation of the Metropolitan Transportation System, including the reasons for the formation of the MTS and its application, the Committee determined that the MTS was a subjective system (except for Interstate highways and state routes) whose criteria were inconsistently applied across counties and even at MTC. As such, the Committee concluded the MTS should not be used as a basis for funding decisions or for determining which of the region's roadways are eligible for Federal funds.

The LS&R Committee developed a proposal to replace the MTS with the Federal Functional Classification System (FFCS), a system used by the Federal Highway Administration (FHWA) and Caltrans to classify roadways based upon an objective set of criteria. The Federal Government requires roadways to be on the FFCS to be eligible to use federal funding. The FFCS is defined as the system of roadways inclusive of all streets and roads classified as urban collectors and above or rural major collector and above. The Committee proposes that replacing the MTS with the FFCS will provide an objective and rational means by which local streets and roads funding needs and eligibility are determined. The Committee presented this proposal to the CMA directors on January 28, 2005 and received unanimous support for the proposal. The Committee will forward the recommendation to the Partnership Board in February.

## EQUITABLE DISTRIBUTION OF FEDERAL FUNDS

The current distribution of Federal funds for local streets and roads is based on the MTS shortfall for each Bay Area county. The LS&R Committee concluded that the MTS, as a highly subjective and inconsistent system of roadways, was a poor indicator of the local streets and roads needs and that MTS shortfall should not be the basis for the distribution of Federal funds identified in the Regional Transportation Plan. The Committee recognized that allocations must take shortfall into account in order to prevent jurisdictions with roads in poor condition from falling further behind. However, other factors, including population and roadway miles, must also be considered so that jurisdictions are not being rewarded for “neglecting” roadway improvements, thus resulting in roadways in poor condition and large funding shortfalls. Using population and centerline miles of roadway to determine a funding distribution also has precedent at the State level with Proposition 42 revenues distributed based on a population/centerline miles model (when these funds become available).

In December 2004, the LS&R Committee developed a tentative proposal to have a funding distribution model based on 1/3 population, 1/3 centerline miles and 1/3 roadway condition. However, in order to reward jurisdictions that have invested in their roadways and thus have “good” roadways while still recognizing the need to help jurisdictions with “poor” roadways, the Committee proposed splitting the 1/3 for roadway condition into FFCS arterials and collectors shortfall (75% of the 1/3) and Pavement Condition Index (25% of the 1/3).

On January 7, 2005, the LS&R Committee refined the formula further by defining setting the following criteria:

- Population shall be based on the latest Department of Finance population numbers for a county
- Lane miles should be used instead of centerline miles to compensate for the larger number multi-lane roadways within urban areas
- Roadway condition would still be split as shown above between shortfall and PCI; however, the “formula” for applying the PCI would be developed and approved at a later meeting

Although the final details of the proposed distribution are still being evaluated by the LS&R Committee, specifically the methodology for determining the “weight” for various ranges of PCI, the Committee unanimously agreed that a 1/3 population – 1/3 lane miles – 1/3 pavement condition model will provide a more equitable distribution of regional local streets and roads funds than the current MTS shortfall model. The Committee also presented this proposal to the CMA directors on January 28, 2005 and received unanimous support for the proposal as a more equitable method to distribute regional funding for local streets and roads to the counties in the Bay Area. The CMA directors agreed to evaluate the timing for implementation of the proposed funding distribution model at a future CMA meeting.

On January 12, 2005, the STA Board approved the recommendation to revise the MTS and apply the revised funding formula to Cycle 3 of federal funding.

STA staff and the Solano County members of the LS&R Committee will continue to work with the LS&R Committee members, other CMA’s and MTC to develop a more equitable

policy for the Third Cycle of Federal funding in the TEA-21 Reauthorization and for subsequent Federal authorization bills.

**Recommendation:**  
Informational.





DATE: January 30, 2005  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Union Avenue (Fairfield)/Main Street (Suisun City) Feasibility Study

**Background:**

Until the mid 1980's, the downtown areas of the cities of Fairfield and Suisun City were connected by an at-grade railroad crossing at Union Avenue in Fairfield and Main Street in Suisun City. When the City of Fairfield constructed the SR 12 overcrossing of the Union Pacific Railroad train tracks, this connection was eliminated. To facilitate safe pedestrian traffic between the two downtown areas, a pedestrian overcrossing of the train tracks was constructed.

**Discussion:**

Due in part to the construction of the new county administration building in downtown Fairfield, Solano County, on behalf of three local agencies (Fairfield, Suisun City and Solano County), requested that the STA conduct a feasibility study for a direct connection between the downtown areas of Fairfield and Suisun City, thereby potentially reconnecting Union Avenue with Main Street. The STA Board subsequently adopted this study as one of STA's priority projects. STA staff determined an engineering feasibility study was required to identify if a direct connection could be constructed and what steps would be necessary to make the connection. Collison Engineering was retained to evaluate the proposal.

Three alternatives were investigated by the consultant:

1. Railroad at-grade crossing.
2. Railroad Overcrossing.
3. Railroad Undercrossing.

Additionally, the consultant evaluated the no-build alternative and other potential options for connecting the downtown areas.

The conclusion of the consultant is that all alternatives could be constructed; however, the only feasible alternative to connect Union Avenue with Main Street is an at-grade crossing due to the significant negative impacts associated with both the overcrossing and the undercrossing. The overcrossing alternative would require a 1000' span over the existing SR 12 structure (50 feet high at the apex) and significant retaining walls at the ends of the structure. The undercrossing would require the potential relocation of portions of the Suisun City train station complex and would be prone to flooding since the roadway would be well below sea level in an area of tidal influence. Due to the negative impacts on numerous properties in both cities, the at-grade crossing was determined to be the only feasible alternative although it was determined to be the least safe alternative.

An at-grade crossing typically requires the closure of two “similar” at-grade crossings within the county to ensure an overall increase in safety. Additionally, the existing pedestrian overcrossing would need to be relocated due to interference with an at-grade crossing. The Union Pacific Railroad has final approval authority for the installation of an at-grade crossing. The estimated cost of an at-grade crossing is approximately \$4M, plus the costs associated with the closure of two similar at-grade crossings.

The Union/Main Feasibility Study was presented to the Arterials, Freeways and Highways Committee of the STA Board on January 28, 2005. STA staff will schedule meetings with the three local agencies to discuss the study and potential future options. Further study or actions by STA will be at the direction of the Board.

**Recommendation:**

Informational.

Attachment

- A. Feasibility Study for the Union Avenue (Fairfield)/Main Street (Suisun City) Rail Crossing (provided under separate cover)



DATE: January 28, 2005  
TO: STA Board  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: Solano Napa Commuter Information FY 2004-05 Six-Month Status Report

**Background:**

The STA's Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY04/05 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2004 (see Attachment B). The Work Program included ten major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Rideshare Thursdays Campaign
6. CA Bike to Work Campaign
7. General Marketing
8. Rio Vista LIFT SolanoWORKS
9. CalWORKS Support
10. Specialized City Services

With the completion of the first half of the fiscal year, SNCI progress on the Work Program is presented in Attachment A.

**Discussion:**

The SNCI program has had an active and productive first six months of Fiscal Year 04/05. Following are highlights of accomplishments from selected program elements.

*Customer Service and General Marketing (#1 and #7)*

Staff has responded to over 2,000 information phone calls and assisted over 1,500 individuals at 32 employer and community events. Over 25,000 pieces of public transit materials have been distributed in addition to almost 10,000 SolanoLinks Brochures, Solano Yolo BikeLinks Maps, and Commuter Guides via phone and internet requests, events, and 102 display racks throughout Solano and Napa counties. The STA/SNCI van was wrapped and

several dozen ads promoting SNCI services were published as well as a Commuter Guide insert into the Solano Magazine.

*Employer Program and Rideshare Thursdays Campaign (#2 and #5)*

The Rideshare Thursdays Campaign included a mailing of promotional materials to over 400 Solano and Napa employers. The campaign also included print advertisements and radio campaigns on KUIC and KVYN radio stations. Presentations, detailing the benefits of alternative commute programs, have been made to 6 employers and employee density maps have been created for 5 employers.

*Vanpool Program and Incentives (#3 and #4)*

The SNCI vanpool program is making progress with the formation of 9 new vanpools. To date, \$2,750 has been spent on commuter incentives with 25 individuals participating. The carpool incentive was targeted to residents in Benicia, Dixon, and Suisun City and 34 individuals registered. Participants are currently completing the required two months of carpooling to be eligible to receive their incentive.

*Welfare to Work Programs (#8 and #9)*

The Welfare to Work Transportation Advisory met and developed three Low Income Flexible Transportation (LIFT) project proposals. These were submitted to MTC for LIFT grant funding. A Memorandum of Understanding (MOU) has been drafted and is being circulated to Rio Vista CalWORKs Vanpool Project partners for review and concurrence.

*Bike to Work & Specialized City Services (#6 and #10)*

These activities are scheduled for implementation during the second half of the fiscal year.

**Recommendation:**

Informational.

Attachments:

- A. FY 2004-05 Six-Month Progress Report
- B. SNCI Work Program FY04/05

## Solano Napa Commuter Information FY 2004-05 Six-Month Progress Report

### 1. Customer Service

SNCI staff assisted over 2,000 individuals who called in requesting rideshare, transit, and other information. Over 700 carpool/vanpool matchlists were processed; 492 were for newly interested commuters and 213 were updates.

Tens of thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Over 25,000 pieces of public transit schedules were distributed along with 4,390 SNCI Commuter Guides, 2,290 BikeLinks maps, and 2,814 SolanoLinks brochures.

### 2. Employer Program

Employers throughout Solano and Napa Counties and a select few outside the counties have received a range of employer services. In October, all large Solano and Napa employers received Rideshare Thursday campaign packets to promote alternative transportation to their employees. SNCI program staff actively participated in the Solano BAAQMD Clean Air Coalition and Napa BAAQMD Clean Air Coalition. Presentations, detailing the benefits of alternative commute programs, have been made to 6 employers and employee density maps have been created for 5 employers.

### 3. Vanpool Program

A total of 9 new vanpools have been formed. Two of these vanpools travel from the Sacramento area to Travis Air Force Base, two travel from Vacaville to the Sacramento area, and one travels from Vacaville to San Ramon.

Vanpool support is very important to maintain the existing strong vanpool fleet. Ongoing support has been sustained with the completion of 237 vanpool assists. Vanpool assists include processing Motor Vehicle Reports per Department of Motor Vehicle requirements, issuing Sworn Statement Cards, processing driver medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, etc.

### 4. Incentives

The development and implementation of five commuter incentive programs continued: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, Carpool Incentive, Bicycle Incentive, and the Guaranteed Ride Home Program. During the past six months, \$2,750 has been distributed to these programs with 25 individual commuters participating. The two vanpool incentives are ongoing and continue to support new and existing vanpools. The carpool incentive program was marketed to the second set of target communities in Benicia, Suisun City, and Dixon in November 2004 and is ongoing. The bicycle incentive was fully implemented in

September 2003 and is on-going. The program will be evaluated in early 2005 to determine effectiveness. The Guaranteed Ride Home program is in the final stages of development.

**5. Rideshare Thursdays Campaign**

The purpose of this campaign is to encourage commuters to not drive alone at least one day a week on an on-going basis. The region-wide campaign kicked off in October 2004. Rideshare Thursdays (RST) ads were placed in monthly direct-mail magazines and web pages were created that allow commuters to register in the regional rideshare database and be eligible to win regional prizes. Additionally, KUIC in Solano County ran 8 weeks of radio advertisements and KVYN in Napa ran 4 weeks of radio advertisements. Staff completed a mailing to over 400 Solano and Napa employers, providing information and marketing materials for the RST Campaign and follow-up calls were made to the majority of these employers. The Campaign was kicked-off in October with a Rideshare Thursdays event in Downtown Napa. Preparation for the event included emails to employers, customized paycheck inserts and flyers, and an on-air interview on Napa's KVON-AM radio show "St Helena Business." The second wave of the campaign will take place in April – June 2005 and will coordinate marketing and outreach efforts with Bike to Work Week and other events.

**6. California Bike to Work Campaign**

This fiscal year, Bike to Work Week is May 15 – 21, 2005. SNCI program staff will attend the kick-off meeting with MTC and the Bay Area Bicycle Coalition hired to organize the 2005 Bike to Work Campaign regionally for the first time. Solano/Napa Bike to Work campaign planning will begin in earnest once a regional schedule is presented by MTC in late January.

**7. General Marketing**

Staff maintained 102 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – an increase from 67 the previous year. A total of 32 events were staffed throughout Napa and Solano Counties: 6 employer events and 26 community events with 1,545 people served at these events and 6,498 pieces of rideshare and transit materials distributed. Additionally, the STA/SNCI van was wrapped with a colorful design promoting the program and the 800 phone number.

The SNCI Commuter Guide was inserted in the July/August edition of *Solano Magazine* and ads were placed in the Vallejo and Napa Chamber of Commerce Directories. Approximately 30 ads were run in local newspapers and monthly publications promoting general services, campaigns, and incentives.

**8. Rio Vista LIFT Solano WORKS Vanpool Project**

A Memorandum of Understanding (MOU) has undergone several drafts by STA legal staff, as well as initial County of Solano staff review, during this time. In January 2005, it will be circulated to project partners City of Rio Vista and the County of Solano for legal review and concurrence. This document is necessary to provide guidance to project implementation.

**9. CalWORKS (Welfare to Work) Support**

The Solano CalWORKS Transportation Advisory Committee was convened in August to provide support to a number of MTC LIFT grant proposals. Three proposals were submitted in support of CalWorks projects. SNCI took the lead on one submittal for an extended hours transit service. In December, MTC selected projects regionally for LIFT funding; none of these three projects were selected.

**10. Specialized City Services**

SNCI staff has been working with Rio Vista and Dixon staff to implement transit improvements and community-based transit planning project priorities, respectively. The development of Work Plans for Fairfield and Vacaville will occur during the second half of the fiscal year.

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

- 1. Customer Service:** Provide high quality, personalized rideshare, transit, and other non-drive alone trip planning services to the general public. Incorporate regional customer service tools such as 511, 511.org, TranStar and others.
- 2. Employer Program:** Be a resource to Solano and Napa employers who need commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordinate with Solano EDC, Napa EDC, chambers and other business organizations.
- 3. Vanpool Program:** Form 25 vanpools and handle the support of over 50 vanpools while assisting with the support of several dozen more.
- 4. Incentives:** Increase promotion of SNCI's commuter incentives. Continue to develop, administer and broaden the outreach of carpool, vanpool, and transit incentive programs. One additional incentive (emergency ride home) will be launched this year and the promotion of the existing incentives will increase.
- 5. Rideshare Thursday Campaign:** Work other agencies to plan and implement this new regional promotion to encourage commuters to not drive alone at least one day a week on an on-going basis.
- 6. California Bike to Work Campaign:** Take the lead in coordinating the 2005 Bike to Work campaign in Solano and Napa counties. Coordinate with key State, regional, and local organizers to promote bicycling locally.
- 7. General Marketing:** Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public relations, cross-promotions with other agencies, and more.
- 8. Rio Vista LIFT SolanoWORKS Vanpool Project:** Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency grant.
- 9. CalWORKS Support:** Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services. Partner with other agencies and seek funding for eligible projects.
- 10. Specialized City Services:** Work with member agencies to develop and implement targeted services and outreach in their communities. Initiate development and implementation of Work Plans for Fairfield and Vacaville.



DATE: February 3, 2005  
TO: STA Board  
FROM: Sam Shelton, Planning Assistant  
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
TDA Article 3 – 5 <sup>th</sup> Year Bicycle and Pedestrian Funds	Robert Guerrero, STA (707) 424-6075	<b>February 18, 2005</b>
FTA 5310 Elderly and Disabled Transportation Program	Dana Lang, MTC (510) 464-7764	<b>February 25, 2005</b>
Hazard Elimination Safety Program (HES)	Hin Kung, Caltrans (510) 286-5234	<b>April 15, 2005</b>



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*FUNDING OPPORTUNITY:*

**TDA Article 3 – 5-Year Bicycle and Pedestrian Funds**

Letter of Interest due February 18, 2005

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the TDA Article 3 – 5-Year Bicycle and Pedestrian Plan is intended to assist jurisdictions plan projects that are eligible for the plan. STA staff is available to answer questions regarding this funding and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties are eligible for these funds.

Program Description: This program funds the design and construction of pedestrian and bicycle facilities.

Funding Available: The STA receives approximately \$260,000 to \$270,000 annually. The STA is primarily seeking projects for the the TDA Article 3 5-Year Bicycle and Pedestrian Plan.

Example Projects: Bicycle and Pedestrian projects included in the Countywide Bicycle Plan and the Countywide Pedestrian Plan are eligible for this program.

Further Details: [http://www.mtc.ca.gov/funding/STA-TDA/2003\\_TDA\\_Book.pdf](http://www.mtc.ca.gov/funding/STA-TDA/2003_TDA_Book.pdf)

- **Letters of Interest** due to the STA **February 18<sup>th</sup>, 2005**.
- Applicants are requested to **present their projects** to members of both the STA Bicycle Advisory Committee (BAC) and STA Pedestrian Advisory Committee (PAC) on **March 3, 2005**.
- The STA Technical Advisory Committee (TAC) is scheduled to review the BAC and PAC recommendations on March 23, 2005.
- The STA Board will tentatively take action on TDA Article 3 claims for 2005-06 on April 13, 2005.

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

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*FUNDING OPPORTUNITY:*

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

Due February 25, 2005

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors:

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

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

Funding Available: \$12 million was available in 2004/05 and at least that much should be available this cycle. Applicants may request up to \$500,000 in equipment per year. With the 20% match, a maximum of \$400,000 in federal funds available per applicant. Applicants may request up to \$160,000 per project and may submit several projects per year.

Example Projects: 2003/04 FTA 5310 funded project:  
Fairfield/Suisun Transit – Two Paratransit Buses - \$92,800 in federal funds.

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

Further Details: **STA Deadline – PCC Meeting on January 21, 2005**  
**Applicant projects must be reviewed by the PCC.**  
Application Workshop – January 25, 2005 at MTC.  
MTC will review draft applications if received by January 28, 2005.  
<http://www.mtc.ca.gov/funding/5310.htm>

Program Contact Person: Dana Lang, MTC, (510) 464-7764, [dlang@mtc.ca.gov](mailto:dlang@mtc.ca.gov)

STA Contact Person: Jennifer Tongson, Projects Assistant, (707) 424-6013

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*FUNDING OPPORTUNITY:*

**Hazard Elimination Safety Program (HES)**

Due April 15, 2005

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the Hazard Elimination Safety Program (HES) 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:** The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis.

**Program Description:** This program provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement.

**Funding Available:** In FY 2004/05, HES funded \$9.8 million in "Work Type" projects and \$3.0 million for "Safety Index" projects.

**Example Projects:** HES funds are available for expenditure on

1. Any local agency public road
2. Any local agency public surface transportation facility,
3. Any local agency publicly-owned bicycle or pedestrian path
4. Any traffic calming measure on a local agency public road.

FY 2004/05 HES "Work Type" Funded project:

City of Vallejo – Upgrade two traffic signals - \$ 175,230 in HES funds.

FY 2003/04 HES "Safety Index" Funded project:

Suisun City – Realign Offset Intersection at Railroad & Sunset - \$360,000 in HES funds.

**Further Details:** <http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm>

**Program Contact Person:** Hin Kung, Caltrans District 4, (510) 286-5234, [hin\\_kung@dot.ca.gov](mailto:hin_kung@dot.ca.gov)

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

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