



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

May 11, 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

I. CLOSED SESSION:

1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Potential Litigation/Personnel Matters

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

Chair Courville

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

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

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

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

STA Board Members:

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	John Vasquez
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- VI. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10-6:15 p.m.) – Pg 1
- VII. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:20 p.m.)
- A. **Caltrans Report**
- B. **MTC Report**
- C. **STA Report**
- VIII. **CONSENT CALENDAR**
- Recommendation: Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)*
(6:20 – 6:25 p.m.) – Pg. 13
- A. **STA Board Minutes of April 13, 2005** Johanna Masiclat
Recommendation:
Approve minutes of April 13, 2005.
Pg. 15
- B. **Review Draft TAC Minutes of April 27, 2005** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 21
- C. **Appointment of Acting Clerk of the Board for the Solano Transportation Authority (STA)** Daryl Halls
Recommendation:
Designate Johanna Masiclat to serve as acting Clerk of the Board.
Pg. 29
- D. **Contract Amendment No. 6 for Transit and Funding Consultant - Nancy Whelan Consulting** Elizabeth Richards
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2006 for an amount not to exceed \$40,000. –
Pg. 31
- E. **FY 2004-05 3rd Quarter Budget Report** Susan Furtado
Recommendation:
Receive and file.
Pg. 35

- F. Agreement for Funding the SR 12 Transit Corridor Study** Dan Christians
Recommendation:
Authorize the Executive Director to execute the Agreement for Funding the SR 12 Transit Corridor Study between the Napa County Transportation Planning Agency and the Solano Transportation Authority.
 Pg. 37
- G. STA Meeting Calendar** Johanna Masielat
Recommendation:
Receive and file.
 Pg. 51

IX. ACTION ITEMS – FINANCIAL

- A. Programming of Additional FY 2005-06 STP Funding for Local Streets and Roads** Jennifer Tongson
Recommendation:
Approve the distribution of \$1.3 million in STP funds for local streets and roads as specified in Attachment B.
 (6:25 – 6:30 p.m.) – Pg. 53
- B. FY 2005-06 TFCA 40% Program Manager Funds** Robert Guerrero
Recommendation:
Approve Resolution No. 2005-03 authorizing the Solano Transportation for Clean Air 40% Program Manager projects as specified in Attachment A.
 (6:30 – 6:35 p.m.) – Pg. 57
- C. Lifeline Transportation Funding** Elizabeth Richards
Recommendation:
Authorize staff to allocate \$15,000 in STAF funds in FY 2005-06 and for FY 2006-07 and FY 2007-08 to cover the administrative cost for implementing and managing the Lifeline Program for Solano County.
 (6:35 – 6:40 p.m.) – Pg. 63
- D. SNCI Bus Wraps** Elizabeth Richards
Recommendation:
Approve the following:
1. *Authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Vallejo Transit bus for at least one year to increase public awareness of SNCI programs.*
 2. *Authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Fairfield-Suisun Transit bus for at least one year to increase*

public awareness of SNCI programs.
(6:40 – 6:45 p.m.) – Pg. 65

X. ACTION ITEMS – NON-FINANCIAL

A. Comments on Solano Comprehensive Transportation Plan (CTP) 2030

Dan Christians

Recommendation:

1. *Close the public hearing for the CTP 2030 opened on April 13, 2005.*
2. *Direct CTP committees, TAC and Consortium to review all comments received and submit any final recommended revisions to the Draft CTP prior to the next STA Board meeting on June 8, 2005.*

(6:45 – 6:50 p.m.) – Pg. 67

B. Transit Consolidation Study Preliminary Scope of Work

Elizabeth Richards

Recommendation:

1. *Approve the preliminary scope of work for a Transit Consolidation Study; and*
2. *Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed \$75,000.*

(6:50 – 6:55 p.m.) – Pg. 95

C. Legislative Update – May 2005

Jayne Bauer

Recommendation:

Approve the following positions:

1. *ACA 10: Watch*
2. *ACA 11: Watch*
3. *SB 44: Forward to cities and counties to request comments.*
4. *SB 172: Watch*
5. *SB 1024: Watch*

(6:55 – 7:00 p.m.) – Pg. 101

D. Initiation of Safe Routes to Schools Study/Solano Travel Safety Plan, Phase 2

Jennifer Tongson

Recommendation:

Authorize the Executive Director to release a “Request for Proposals” to conduct the Safe Routes to Schools Study / Solano Travel Safety Plan Phase 2 including a Safe Routes to Transit component for an amount not to exceed \$50,000.

(7:00 – 7:05 p.m.) – Pg. 107

XI. INFORMATION ITEMS- (No Discussion Necessary)

A. MTC/BAAQMD Spare the Air Transit Promotion Elizabeth Richards
Informational – Pg. 129

B. Funding Opportunities Summary Sam Shelton
Informational – Pg. 131

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, June 8, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: May 4, 2005
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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 Travels to Washington D.C. in Support of Federal Earmarks

On April 18-20th, I joined with four members of the STA Board (Chair Mary Ann Courville, and Mayors Anthony Intintoli, Jim Spering and Ed Woodruff) in traveling back to Washington D.C. to continue to advocate for federal Reauthorization and Annual Appropriations funding for Solano County's priority projects. The I-80/I-680/SR 12 Interchange is slated to receive \$21.85 million and Jepson Parkway/Access Improvements to Travis Air Force Base is earmarked to receive \$4 million. The meetings with members and staff of the U.S. Senate, House of Representatives, and committee staff were informative and productive. Attached is a copy of the Ferguson Group's latest Federal update.

STA to Wrap Up Public Comments on Draft Comprehensive Transportation Plan *

At the Board meeting, the public hearing for the Draft Comprehensive Transportation Plan is scheduled to close. All three elements of the Draft CTP have been distributed throughout Solano County via the public libraries and city halls. Public notices and a press release have also been distributed to the local media. Final adoption by the STA Board is scheduled for the meeting of June 8, 2005.

STA to Initiate Safe Routes to Schools Plan/Countywide Safety Study Phase 2 *

Attached with this agenda is a staff recommendation to initiate development of a Countywide Safe Routes to Schools Plan as a follow up to the update of the Countywide Safety Study. This planning effort will afford the STA the opportunity to work with the seven cities, County of Solano, and our local schools districts to identify local safety projects adjacent to schools located throughout Solano County and help Solano County more readily compete for regional and state funds for these critical projects.

STA Request State SHOPP Funds for Cordelia Truck Scales

In April, I met with Caltrans Director Will Kempton to brief him on the results of the Cordelia Truck Scales Relocation Study and its impact on the I-80/I-680/SR 12 Interchange. The meeting provided Director Kempton to become more familiar with the details of the project and for the STA to discuss the project made to date with both facilities and to discuss the importance of the state dedicating future funds toward the relocation of the truck scales as an important component/phase of fixing the I-80/I-680/SR 12 Interchange. At the meeting, staff requested Caltrans support dedicating 2006 SHOPP funds toward funding the design for the truck scales facility. This item will be agendaized and an update presented at a future STA Board meeting.

Promoting of SNCI Program to Include Bus Wraps *

The STA's Solano Napa Commuter Information Program continues to find creative ways to promote various transit and commuter alternatives for Solano and Napa County residents and commuters. Staff is recommending the Board authorize Solanolinks Transit and SNCI marketing funds be allocated to fund bus wraps on two express buses that travel the I-80 corridor. This will provide a high level of exposure for the SNCI program and hopefully increase public awareness of the variety of commute options available by contacting SNCI.

STA's Countywide Planning Efforts Continue to Receive Recognition

This week, the STA Solano County Bike Links Map was selected to be featured at the Walk/Bike Conference scheduled for September in Ventura County. In March, the STA's Countywide Pedestrian Plan was presented at a session of the Bay Area Walkability Communities Collaborative Summit held in San Francisco in February. At the Board meeting, staff will also announce a new award that the STA is about to receive in recognition of its planning efforts. I want to congratulate Dan Christians, Robert Guerrero, Sam Shelton, and current and past members of STA Board and Alternative Modes Committee for their outstanding efforts on these planning efforts.

Appointment of Acting Clerk of the Board *

To fill the vacant Clerk of the Board position, I am recommending the STA's appoint Johanna Masiclat as acting Clerk of the Board until this position can be successfully recruited. For the past two years, Ms. Masiclat has been employed by the STA as an Administrative Assistant and is a dedicated and hard working employee with the skills and training to provide administrative support to the STA Board and management.

Attachments:

- A. STA Acronyms 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	PCRCP	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 st 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		
SRTTP	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		



May 3, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: **BUDGET AND LEGISLATIVE UPDATE**

Budget

Until now, the Legislature has been tentatively delving into the process of crafting a budget in response to the Governor's initial 2005-06 budget proposal released in January, 2005. Much of the work of the Legislature has been modest, with budget committees primarily focusing on the impacts of the Governor's proposal and relatively little work done to craft a preferred response. Much of the principal work of creating a balanced budget will be after the state releases its revised budget forecast for 2005-06, expected the afternoon of May 13. This update is generally referred to as the "May Revise", for it bases a revised Governor's budget on the most recent known tax receipts for the state. After that release, the Legislature will likely take approximately one month to develop a counter proposal, with most of the "big ticket" items reserved for the Joint Legislative Budget Conference Committee. Shaw / Yoder, Inc. will provide an analysis of the May Revise hours after its release. The May Revise will provide the Governor's new "baseline" of expenditures in the Administration's negotiations with the Legislature.

Legislation

Last month we reported on the introduction of the Assembly Speaker's comprehensive transportation funding package. Because of the significance of the proposal, we want to refresh you as to the specifics of the three bill package:

- A bill to immediately eliminate the sales tax on gasoline, thereby reducing the price paid by motorists by an average of 12 cents. This is intended to offer consumers relief from the high cost of gasoline.
- A bill to increase the state's sales tax by $\frac{1}{4}$ percent to offset the loss of revenue associated with the elimination of the sales tax on gasoline. The revenue derived from this funding source would be specifically earmarked for transportation. The allocation of the revenue is not yet known, meaning further negotiations will need to be held to determine the most equitable distribution of the revenue. A key component of this legislation is that it will state that the $\frac{1}{4}$ percent state sales tax is only in effect during those times when the federal government suspends the estate tax, which it is currently doing until 2012.

The inclusion of this provision makes this bill revenue neutral, which means it only requires a simple majority vote approval by the Legislature. Should the federal government reinstate the estate tax, California would receive approximately \$2 billion annually under the terms of that tax, and that revenue would then be used to offset the revenue to transportation "lost" by the reduction of the state's sales tax increase.

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- A Constitutional Amendment placing a \$10 billion, state-support General Obligation bond on the June, 2006 ballot, which would be used to repay past transportation loans owed by the state, seismic retrofitting of toll bridges and specific transportation capital projects. This bill would also include a 4-cent increase in the state's excise tax levied on a gallon of gasoline, phased in over a 10 year period, specifically intended to pay the interest and principle on the bond. The measure would also include an adjustment of 3 percent, every five years, to the state's excise tax on gasoline to keep pace with the escalating costs of transportation delivery.

The concepts offered by these proposals have not yet found their way into legislation. The leader of the Senate, President Pro Tempore Don Perata, has also recently released a two bill package dealing with transportation funding. His preferred proposal is contained in **SB 172 (Torlakson)** and **SB 1024 (Perata)**. We have attached a 3 page analysis of the major components of the package. We want to specifically mention that SB 172 allows the Bay Area Toll Authority to increase, by \$1, the tolls of motorists on all Bay Area bridges.

Additional items we wanted to make you aware of follow:

- **SCA 7 (Torlakson)** – This bill would increase the protections for existing transportation accounts from future raids by the Legislature.
- **AB 267 (Daucher)** - This bill would allow for a time extension by which the California Transportation Commission must reimburse local agencies on projects programmed in the STIP, but started with local revenue.
- **AB 697 (Oropeza)** – This bill would allow for a continuous appropriation of transportation funds, even if the state has not passed a balanced budget by the beginning of the state's fiscal year (July 1).
- **AB 1714 (Plescia)** – This bill would enact the Governor's preferred bay bridge overrun funding proposal, which would essentially "wall off" the state from contributing any additional revenue to the project.
- **ACA 4 (Plescia)** – This bill would eliminate the ability of the Legislature to suspend Proposition 42.
- **ACA 9 (Bogh)** – This bill would increase the vote threshold for the Legislature to suspend Proposition 42 from the current 2/3 vote requirement to 4/5.
- **ACA 10 (Nunez)** – This is the Speaker's "spot" bill relating to protecting Proposition 42. This measure has no details, and will likely not move in its current form as the Speaker has his preferred transportation funding alternative. But this item is worth watching.
- **ACA 11 (Oropeza)** – Among other things, this bill would allow the Legislature to capture Proposition 42 funds no more than twice in a ten-year period of time. This allowance is identical to the "compromise" local governments crafted with the Legislature and the Governor last year that culminated in Proposition 1A, which passed overwhelmingly on the November, 2004 ballot.
- **ACAXI 4 (Keene)** – Among other things, this special session bill would eliminate the ability of the Legislature to suspend Proposition 42.

We are happy to answer any questions you may have regarding these, or any other, legislative proposals.

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**Two Bill Strategy Financing Statewide
Transportation Needs & the Bay
and the Bay Bridge**

The following outline is a strategy to fund the completion of the toll bridge program and other transportation needs in California. The funding proposal for the bridge is specifically for the completion of the bridge as it is contemplated in current law—the Self-Anchored Suspension (SAS) design.

Bill #1: SB 172 (Torlakson):

1. **An Equitable Funding Deal:** It would provide for a fair cost-sharing agreement between toll payers and the state to complete the toll bridge program:
 - This bill would split the currently identified cost overruns on a nearly 50-50 basis (state-toll contributions).
 - The state would pay 47% of the costs (\$300 million to demolish the old bridge and \$1.363 billion toward overrun costs). **The primary source of state funding would be from the passage of a transportation bond bill (SB 1024, Perata).**
 - Tolls would pay 53% of the costs (\$1.875 billion) with the authorization for the Bay Area Transit Authority (BATA) to increase tolls by \$1. BATA would be given authority to increase tolls only for the purpose of completing the bridge retrofit/replacement program.
 - BATA could only increase tolls if: 1) Funds identified in current law for the retrofit program are insufficient; 2) No toll revenue from RM1 or RM2, after meeting those requirements, is available for seismic retrofit; 3) BATA has held at least two public hearings 45 days prior to taking action to increase the toll.
2. **Consolidate Tolls To Deal with any Future Overruns:** The bill would consolidate all four dollars of toll revenue under BATA's management, so that BATA could refinance the toll streams and create additional revenue that could be used for any future overruns without raising the tolls again.
3. **Reform Management:** The bill would reform the management of the toll bridge program and the RM1 program so that BATA, Caltrans, and a private consultant form a Toll Bridge Program Board of Control to meet regularly and review and jointly manage all aspects of the toll bridge program. The Board would be required to sign-off on department reports submitted to the Legislature and would have to present to and consult with the CTC, quarterly, on the status and plans to complete the toll bridge program.

Bill #2: SB 1024 (Perata) “The Safe Facilities, Improved Mobility and Clean Air Act of 2005”: A \$7.7 billion General Obligation Bond for Transportation Infrastructure that would include funding for all of the following:

1. Proposition 42 Loan Repayment Fund - \$2.3 billion

- This fund would repay loans (including interest) made to the General fund from the transportation investment fund (TIF), the transportation account that would have benefited from the flow of Proposition 42 funds in each of the last two fiscal years.
- In both Fiscal Years 2003-'04 and 2004-'05, as part of the budget resolution, the transfer of Proposition 42 funds (i.e., revenues from the sales tax on gasoline) from the General Fund to the Transportation Investment Fund (TIF) were suspended. The suspensions were structured as loans, meaning \$2.111 billion, plus interest, is to be transferred from the General Fund to the TIF in '07-'08 and '08-'09.
- This early loan repayment would allow needed funds to flow for the 141 projects in the Traffic Congestion Relief Program, for improvements to local streets and roads, for projects delayed in the STIP, and for improvements to the state's transit systems.

2. The Safe Transportation Facilities Fund - \$2.363 billion

- This fund would make available \$1.363 billion as the state's share to complete the state's toll bridge seismic retrofit program.
- This fund would also make available \$1 billion to the Department of Water Resources (DWR) to evaluate, improve and strengthen the 1,600 miles of California's levee roads, providing improved flood protection in this state.

3. California Ports Infrastructure, Security and Air Quality Improvement Fund - \$2.5 billion.

- \$2 billion would be available to the CTC, to provide matching funds for investment in infrastructure related to freight movement and improvements to major trade corridors in the state.

- \$400 million would be made available to the Air Resources Board, through the Carl Moyer Fund, for investments to reduce emissions from vehicles primarily used in the operations of ports—diesel trucks, marine vessels, locomotives, port equipment.
- \$100 million would be made available to the Infrastructure Bank for grants to ports for security-related capital investments.

4. Affordable Housing Incentive Program Fund -- \$425 million

- This fund would provide funding to local government agencies to improve the condition of neighborhood streets and roads—fix potholes, resurface streets, etc.
- To be eligible for the transportation pot, the local governments would have to be able to demonstrate to HCD that their housing element is in compliance with state law, and that they are meeting specified thresholds for producing housing and affordable housing units.

5. Transportation Project Enhancement and Mitigation Fund - \$100 million

- Funds would flow to the Resources Agency to fund the Environmental Enhancement and Mitigation Program (EEMP), in current law, for projects that mitigate the impacts of the construction or expansion of transportation facilities.

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

May 4, 2005

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Agenda - Update

1. Transportation Reauthorization.

While some progress has been made, the Transportation Reauthorization bill (H.R. 3) is still stuck in the Senate and might not be passed prior to the May 31, 2005 expiration of the current TEA-21 extension. The delay is due mainly to issues unrelated to the transportation bill. No time has been scheduled on the Senate floor for the bill; floor time is the next step toward Senate passage and the final House-Senate Conference Committee. Some key senators have indicated they will attempt to increase the committee-passed funding level by at least \$10 billion. This action could draw a veto recommendation from presidential advisors. The bill as passed by committee still contains other controversial provisions, including the “re-opener” provision which also might draw a veto recommendation.

As previously reported, the House of Representatives passed its version of the bill on March 10, and is ready to go to conference committee on the bill. The House bill funds transportation through FY 2009 and matches the Administration’s budget request funding level at approximately \$284 billion. The House bill includes two earmarks of note:

- \$21.85 million for 80/680/12; and
- \$4 million for Jepson Parkway.

Congress is likely to pass another short-term extension of TEA-21 assuming there is no significant action within the next week.

2. Fiscal Year 2006 Appropriations.

Congress passed the FY 2006 budget resolution capping discretionary spending at \$843 billion. The resolution essentially freezes spending levels in all areas except defense and homeland security until 2010.

Passage of the budget resolution paves the way for appropriations subcommittees to begin marking up their FY 2006 appropriations bill. While some subcommittees are already marking up their bills – notably Homeland Security and Interior – the Transportation appropriations bill is

unlikely to be marked up until early June. We should note the new appropriations subcommittee structure groups Transportation with Housing and Urban Development; HUD spending is usually controversial and may bog down the entire bill.

2. DC Lobbying Trip – April 18-20, 2005.

The STA delegation met with our congressional delegation in Washington on April 18-20. In addition to meetings with key congressional staff members, the delegation met with Rep. George Miller and visited briefly with Senator Dianne Feinstein. All meetings focused on maintaining support for our transportation reauthorization and appropriations requests. The delegation also thanked all Members and staff for all the assistance they have provided this year and previously.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Station	\$4 million in the FY 2006 Transportation Treasury and General Government Appropriations Bill under Bus and Bus Facilities	- Project submitted to House and Senate Committees - <i>Markup likely in June.</i>
Fairfield/ Vacaville Intermodal Station	\$2.5 million in the FY 2006 Transportation Treasury and General Government Appropriations Bill under Buses and Bus Facilities Account	- Project submitted to House and Senate Committees - <i>Markup likely in June.</i>
I-80/680 Interchange	\$50 million in the Reauthorization of the Transportation Equity Act of the 21 st Century (TEA-21)	- Project submitted to House and Senate Committees - \$21.85 million in House TEA-3 Reauthorization
Vallejo Ferries Intermodal Center	\$10 million in the Reauthorization of the Transportation Equity Act of the 21 st Century (TEA-21)	- Project submitted to House and Senate Committees - Did not receive funding in House TEA-3 Reauthorization
Jepson Parkway	\$23 million in the Reauthorization of the Transportation Equity Act of the 21 st Century (TEA-21)	- Project submitted to House and Senate Committees - \$4 million in House TEA-3 Reauthorization



DATE: May 2, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting 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 April 13, 2005
- B. Review Draft TAC Minutes of April 27, 2005
- C. Appointment of Acting Clerk of the Board for the Solano Transportation Authority
- D. Contract Amendment No. 6 for Transit and Funding Consultant –
Nancy Whelan Consulting
- E. FY 2004-05 3rd Quarter Budget Report
- F. Agreement for Funding the SR 12 Transit Corridor Study
- G. STA Meeting Calendar



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
April 13, 2005

I. CALL TO ORDER

Chair Courville called the regular meeting to order at 6:04 p.m. A quorum was confirmed.

MEMBERS

PRESENT: Mary Ann Courville (Chair) City of Dixon
Len Augustine (Vice Chair) City of Vacaville
Steve Messina City of Benicia
Karin MacMillan City of Fairfield
Ed Woodruff City of Rio Vista
Mike Segala (Member Alternate) City of Suisun City
Tony Intintoli City of Vallejo
John Vasquez County of Solano

MEMBERS

ABSENT: Jim Sperring City of Suisun City

STAFF

PRESENT: Daryl K. Halls STA-Executive Director
Charles Lamoree STA-Legal Counsel
Dan Christians STA-Asst. Exec. Dir./Director
of Planning
Elizabeth Richards STA-SNCI Program Director
Susan Furtado STA – Financial
Analyst/Accountant
Robert Guerrero STA-Associate Planner
Jennifer Tongson STA-Projects Assistant
Sam Shelton STA-Planning Assistant
Johanna Masiolat STA-Administrative Assistant
Morrie Barr STA Projects Consultant

ALSO

PRESENT: Dan Schiada City of Benicia
Mike Duncan City of Fairfield

Gian Aggarwal
Gary Leach
Ricardo Blanco

Jason Massad
Andy Fremier

City of Vacaville
City of Vallejo
Office of Assembly Member
Lois Wolk
The Reporter
Public

III. APPROVAL OF AGENDA

The STA Board considered and approved a finding that a need to take immediate action on an item came to the attention of the Board after the April 13, 2005 agenda was posted. Therefore, by consensus, the STA Board approved moving into Closed Session at 6:10 p.m.

At 6:20 p.m. the STA Board meeting resumed with no recommendations being made.

On a motion by Member Messina, and a second by Member Alternate Segala, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Board to Host Public Hearing for Draft Comprehensive Transportation Plan
- House Approves Reauthorization Bill with Two STA Sponsored Federal Earmarks Included
- STA Hosts SR 12 Implementation Plan and Transit Study Kick Off
- STA Board to Set Goals and Criteria for Selecting New Generation of Projects and for Consolidating Transit
- Staff Update/Two New Staff Join the STA

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

None presented.

B. MTC Report:

None presented.

C. STA Report:

1. Proclamation of Appreciation

By consensus, the STA Board unanimously approved the proclamation recognizing Mike Duncan for his three years of outstanding service with STA.

VII. CONSENT CALENDAR

On a motion by Member Intintoli, and a second by Member Alternate Segala, the consent items were approved in one motion.

A. STA Board Minutes of March 9, 2005

Recommendation: Approve STA Board minutes of March 9, 2005.

B. Review Draft TAC Minutes of March 23, 2005

Recommendation: Receive and file.

C. Contract Amendment #4 – The Ferguson Group for Federal Legislative Advocacy

Recommendation:

1. Authorize the Executive Director to extend the contract with the Ferguson Group, LLC, (Amendment #4) for federal legislative advocacy services through March 31, 2006 at a cost not to exceed \$84,000.
2. The expenditure of an amount not to exceed \$21,000 to cover the STA's contribution for this contract.
3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's four priority projects.

D. Continued Funding for Amtrak in Fiscal Year 2006

Recommendation:

Adopt Resolution No. 2005-02 Supporting the Continued Funding for Amtrak in Federal FY 2006.

VIII. ACTION ITEMS: FINANCIAL

A. Additional FY 2005-06 STP Funding for Local Streets and Roads

Daryl Halls outlined the specific objectives and proposed funding distribution developed by MTC for an additional \$105.5 million in programming capacity for FY 2004-05. He outlined the 50%-50% distribution option providing \$1.2 million to Solano County for Local Streets and Roads for use in FY 2005-06.

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

B. Authorization to Retain Consultant Services for Development of County Transportation Expenditure Plan (CTEP)

Daryl Halls reviewed the tasks and estimated contract costs to retain consultant services for assistance to the STA to adequately support the STIA Board's efforts to start the process for development of a County Transportation Expenditure Plan (CTEP).

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

IX. ACTION ITEMS: NON-FINANCIAL

- A. Public Hearing on Solano Comprehensive Transportation Plan (CTP) 2030**
Dan Christians provided an update to the public hearing process on the proposed Negative Declaration and the Draft CTP. He cited that the notices and press releases have been published and highlighted in each of the seven local newspapers. He noted that the Draft CTP has been circulated for a 30-day review period ending April 29, 2005.

Recommendation:

Approve the following:

1. Open the public hearing and hear public comments on the Solano Comprehensive Transportation Plan (CTP) 2030; and
2. Continue the public hearing to the next STA Board meeting on May 11, 2005.

Approval to continue the public hearing to the STA Board meeting of May 11, 2005.

Public Hearing Opened: 6:25 p.m.
Public Hearing Closed: 6:26 p.m.
No comments received.

- B. Project Study Report (PSR) Selection Criteria**
Daryl Halls identified the proposed criteria and development of a priority order for selecting projects for PSR development in Solano County. He noted that the TAC recommended the following order of importance for the proposed criteria, which was discussed at a March 23, 2005 pre-TAC meeting.

Recommendation:

Approve the list of criteria to be used to select projects for Project Study Reports to be completed by the STA as specified in Attachment A.

On a motion by Member Intinotli, and a second by Member Woodruff, the staff recommendation was approved unanimously.

- C. Lifeline Transportation Funding**
Elizabeth Richards reviewed MTC's proposed process for distribution of Lifeline Transportation funds in Solano County for FY 2005-06 through FY 2007-08. She cited the first Call for Projects from the CMAs for Lifeline Funding would be in January 2006, presuming the issue to reimburse the administrative costs for the Lifeline Program is resolved.

Board Comments:

Karin MacMillan raised concerns regarding the costs to monitor and manage the Lifeline Program if MTC does not provide administrative costs. She requested staff provides a follow up report on this issue.

Recommendation:

Authorize the STA to accept management of the Regional Lifeline Program for Solano County subject to MTC providing administrative funds to offset the cost to manage the program.

On a motion by Member MacMillan, and a second by Member Silva, the staff recommendation was approved with Board direction that staff return to the Board with a plan to estimate and manage administration costs if MTC does not provide administrative funds to manage the Lifeline Program.

D. Status of Transit Consolidation Study

Elizabeth Richards outlined and reviewed the initial draft of potential goals and criteria to guide the implementation and development of the Transit Consolidation Study.

Board Comments:

Member Intintoli requested that staff elaborate on the definition of “protect local transit service” as part of the potential criteria for evaluating consolidation options listed in the scope of work.

Daryl Halls explained that protecting local transit service was a priority and this would allow the local jurisdictions to opt in and opt out of a consolidated transit system.

Chair Courville cited Dixon Read-Ride as an example that could choose to opt out of the countywide consolidation of transit.

Recommendation:

Approve the Goals and Criteria as shown in Attachment A to guide the development of a Scope of Work for a Transit Consolidation Study.

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

**X. INFORMATION ITEMS
(No Discussion Necessary)**

- A. MTC/BAAQMD Spare the Air Transit Promotion**
- B. Legislative Update – April 2005
Proposed FFY 2006 Federal Budget and TEA-21 Reauthorization Update**
- C. Progress Report for SR 12 Transit Corridor Study**

- D. Status Report on Countywide TLC Planning Grants for FY 2004-05 and FY 2005-06
- E. TDA and Gas Tax Contributions for STA for FY 2005-06
- F. 2006 State Transportation Improvement Program
- G. STIP Project Delivery for Projects Programmed in FY 2004-05 and FY 2005-06
- H. Federal FY 2004-05 Obligation Status
- I. Highway Projects Status Report
 - 1) I-80/I-680/SR 12 Interchange
 - 2) North Connector
 - 3) Caltrans Auxiliary Lanes Project
 - 4) Jepson Parkway
 - 5) Highway 37
 - 6) Highway 12 (Jameson Canyon and 12/29 Interchange)
 - 7) Highway 12 (East)
 - 8) SR 113 (Downtown Dixon)
- J. 2005 Congestion Management Program (CMP) Update Schedule
- K. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS

None presented.

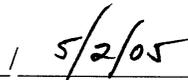
XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:05 p.m. The next regular meeting of the STA Board is scheduled for **May 11, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.

Attested By:



Johanna Masiclat
Acting STA Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
April 27, 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:

TAC Members Present:	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	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:

Mike Duncan	City of Fairfield
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Gary Leach	City of Vallejo
Birgitta Corsello	County of Solano
Morrie Barr	STA Consultant
Daryl Halls	STA
Dan Christians	STA
Elizabeth Richards	STA
Susan Furtado	STA
Jayne Bauer	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC approved the agenda with the exception to move the following agenda items:

- Move Agenda Item VI.C, Additional FY 2005-06 STP Funding for Local Streets and Roads to Agenda Item VI.A.
- Move Agenda Item VI.H, Introduction to Safe Routes to School Plan/Phase II of Countywide Travel Safety Plan to Agenda Item VI.B.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero informed the STA TAC that David Campbell, East Bay Bicycle Coalition (EBBC) Executive Director, attended the SolanoLinks Consortium to promote the Safe Routes to Transit Program.

Morrie Barr reminded the STA TAC of the Countywide local agencies meeting with Caltrans scheduled at 11:00 on Thursday, April 28, 2005 at the STA Conference Room.

Sam Shelton distributed the updated report on the 2005 Congestion Management Program (CMP).

Jayne Bauer distributed the invitation flyer on the Jepson Parkway Grand Opening & Art Dedication Ceremony.

V. CONSENT CALENDAR

On a motion by Gary Cullen, and a second by Mark Akaba, the STA TAC approved the Consent Calendar with the exception of Agenda Item V.D, Funding Opportunities Summary, which was pulled for separate discussion and comment.

Recommendation:

- A. Minutes of the TAC Meeting of March 23, 2005
- B. STA Board Meeting Highlights of April 13, 2005
- C. STA Meeting Schedule Update

D. Funding Opportunities Summary

Paul Wiese proposed to change the Eligible Projects for TDA Article 3 – Supplemental Call for Projects (Applications Due May 13, 2005) to indicate as follows:

“Projects are *eligible* if listed as Phase I Projects in the Countywide Bicycle Plan or Priority Projects in Table 2.1 in the Countywide Pedestrian Plan” to “Projects are *encouraged* if listed as Phase I Projects in the Countywide Bicycle Plan or Priority Projects in Table 2.1 in the Countywide Pedestrian Plan.”

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

VI. ACTION ITEMS

A. Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study

Dan Christians presented the concept plan of the Policy Review Draft for the Oakland-Auburn Regional Rail Study, which proposes a new regional commuter rail service in the corridor extending from Oakland to Auburn. He outlined the completed tasks, service plan, capital improvements, service phasing and stations, ridership, costs and funding, and next steps to the project study.

Recommendation:

Forward a recommendation to the STA Board to endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for the Oakland-Auburn Regional Rail Study.

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

B. Transit Consolidation Study Preliminary Scope of Work

Elizabeth Richards reviewed the process to initiate a countywide Transit Consolidation Study. She outlined the Board approved criteria and principles to guide the development of a scope of work for a transit consolidation study.

Based on input from the Consortium and the STA TAC, modifications to the Preliminary Draft Scope of Work were requested. They are as follows:

- Modify language to Develop and Evaluate Alternatives
- Dale Pfeiffer requested the Scope of Work be modified to have transit operators' input in selecting the Preferred Alternative.

Recommendation:

Recommend the STA Board:

1. Approve the preliminary scope of work for a Transit Consolidation Study; and
2. Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed \$75,000.

On a motion by Janet Koster, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation to include the modifications requested to the preliminary scope of work for a Transit Consolidation Study.

C. Additional FY 2005-06 STP Funding for Local Streets and Roads

Jennifer Tongson reviewed the proposed programming of a new fund estimate to increase the distribution of STP funds in Solano County's local streets and roads from \$1.2 million to \$1.3 million for FY 2005-06 released by MTC.

Recommendation:

Recommend to the STA Board to approve the distribution of \$1.3 million in STP funds for local streets and roads as specified in Attachment B.

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

D. Legislative Update – April 2005

Jayne Bauer outlined the positions and analysis of five bills still in the formulative stages. The bills are as follows: ACA 10 (Nunez), ACA 11 (Oropeza), SB 44 (Kehoe), SB 172 (Torklakson), and SB 1024 (Perata).

Recommendation:

Forward recommendations to the STA Board to approve the following positions:

1. ACA 10 – watch
2. ACA 11 – watch
3. SB 44 – watch Forward to cities and counties to request comments.
4. SB 172 – watch
5. SB 1024 – watch

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation.

E. Status of Unmet Transit Needs Process for FY 2005-06

Elizabeth Richards reviewed MTC's comments to the coordinated responses drafted by transit operators to each of the issues transmitted in January 2005. She noted that 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 FY 2005-06 TDA claims to be processed for streets and roads purposes.

In addition, Elizabeth requested that this item be tabled to the next TAC meeting of May 25, 2005 to allow additional responses to be submitted to the STA.

Recommendation:

Recommend to the STA Board:

1. Approve the responses to MTC's Unmet Transit Needs issues; and
2. Authorize the Executive Director to submit the responses to MTC.

On a motion by Paul Wiese, and a second by Charlie Beck, the STA TAC unanimously approved to table this item for action at the next TAC meeting of May 25, 2005.

F. FY 2005-06 TDS Distribution for Solano County

Elizabeth Richards reviewed the first draft of the FY 2005-06 TDA Matrix reflecting the amounts for agencies that have submitted their TDA figures by service or program. She outlined the TDA distribution differences for Fairfield Suisun Transit's Rt. 30, Rt. 40 and Vallejo Transit's Rt. 85, Rt. 90, and Rt. 91.

After discussion, the STA TAC recommended to have a special meeting on May 12, 2005 at 2:00 p.m. to discuss the TDA distribution differences between Fairfield Suisun Transit and Vallejo Transit and present an updated matrix at the next TAC meeting of May 25, 2005.

Recommendation:

Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY 2005-06.

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved to table this item for action at the next TAC meeting of May 25, 2005.

G. FY 2005-06 TFCA 40% Program Manager Funds

Robert Guerrero provided a summary of the funding allocation of available funds for Solano TFCA Program Manager for FY 2005-06 (including carry-over funds from FY 2004-05). He noted that the STA's Alternative Modes Committee is working on developing a funding program and guidelines that will include future allocations of Solano TFCA Program Manager funds for priority projects such as bicycle, pedestrian, and Transportation for Livable Communities.

Recommendation:

Forward a recommendation to approve a resolution authorizing the Solano Transportation for Clean Air 40% Program Manager projects as specified in Attachment A.

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

H. Introduction to Safe Routes to School Plan/Phase II of Countywide Travel Safety Plan

Jennifer Tongson identified the accident data collected for Solano County's local streets and highways to the draft Travel Safety Plan, Phase 1. She cited that the STA would accept comments on the draft plan until May 13, 2005. In addition, she recommended the expansion of the Solano Travel Safety Plan through the initiation of a Safe Routes to School Study (SR2S), Phase 2. She cited that Phase 2 of the Travel Safety Plan would expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvement and safety projects eligible for the SR2S Program. Daryl Halls noted that the Consortium had recommended adding a Safe Routes to Transit component.

After discussion, STA TAC recommended the release of an RFP for the Travel Safety Plan, Phase 2 with inclusion of a Safe Route to Transit component.

Recommendation:

1. Review the Draft Travel Safety Plan, Phase 1 and submit comments to STA by May 13, 2005.
2. The STA Board to authorize the Executive Director to release a Request for Proposals to conduct the Safe Routes to Schools Study / Solano Travel Safety Plan, Phase 2 for an amount not to exceed \$50,000.

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation to include the release of an RFP for the Travel Safety Plan, Phase 2 with inclusion of a Safe Route to Transit component.

I. SNCI Bus Wraps

Elizabeth Richards discussed a wide range of marketing strategies to promote non-drive alone travel to the public. She cited that the STA is coordinating with Vallejo Transit and Fairfield-Suisun Transit on two bus wraps that would promote the SNCI program for at least one year. She added that the \$60,000 cost would be covered by existing SNCI and SolanoLinks marketing budgets.

Recommendation:

Approve the following:

1. Recommend to the STA Board to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Vallejo Transit bus for at least one year to increase public awareness of SNCI programs.
2. Recommend to the STA to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Fairfield-Suisun Transit bus for at least one year to increase public awareness of SNCI programs.

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

A. Status of Development of County Transportation Expenditure Plan

Daryl Halls provided a status report on the development of an expenditure plan for a future local sales tax measure. He noted the prospects and options to place a follow up measure on the ballot as part of the special election in November 2005 and general election in November 2006 will be discussed at the May 11, 2005 STIA Board meeting.

B. Comments on Solano Comprehensive Transportation Plan (CTP) 2030

Dan Christians summarized the review period and public hearing process of the draft CTP. He cited that final comments to the draft CTP is due Wednesday, May 11, 2005 and will be reviewed by three STA Committees meeting in late May.

C. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07

Elizabeth Richards scheduled a meeting at 2:00 p.m. on May 12, 2005 to discuss candidate projects/programs for STAF funding for FY 2005-06 and FY 2006-07.

D. MTC/BAAQMD Spare the Air Transit Promotion

Elizabeth Richards encouraged participation of Solano transit operators in the promotion. She cited that Vallejo Transit's interest in the campaign is important because they are a regional operator. She noted that STA would assist Vallejo Transit and/or other agencies interested in preparing the campaign planning documents for the Spare the Air Transit promotion.

E. Proposed New Guidelines for the TDA Article 3 and County Bicycle/Pedestrian Program and Supplemental Call for Projects for FY 2005-06 TDA Article 3 Funds

Robert Guerrero identified the increased funding available in Solano County and reviewed the list of priority projects for bicycle and pedestrian improvements over the next four fiscal years. He cited that STA proposes to revise the previous TDA Article 3 Guidelines to include the County Bicycle/Pedestrian Program.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:00 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, May 25, 2005** at 1:30 p.m.



DATE: May 3, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of Acting Clerk of the Board for the Solano Transportation Authority (STA)

Background/Discussion:

In order to successfully implement the variety of planning, project and program priorities of the STA Board, it continues to be imperative that adequate and trained staff resources are available and staff is organized in an efficient manner to effectively implement the policy direction of the STA Board. The position of Clerk of the Board provides primary administrative support to the STA Board and is responsible for the following task:

1. Preparing and distributing STA Board Agendas
2. Public Posting and distribution of the Agenda in compliance with the Ralph M. Brown Act
3. Scheduling and coordination of the meeting facility
4. Recording the meeting minutes for the STA Board meeting
5. Development of meeting minute highlights and distribution to member agencies
6. Attesting to the signature of the Clerk of the Board for STA Resolutions
7. Preparation of STA Board proclamations
8. Maintaining file copies of agendas, minutes, resolutions and proclamations

With the departure from the STA of the previous Clerk of the Board, this position is currently vacant. Beginning in 2004, one of the STA's Administrative Assistants, Johanna Masiclat assumed responsibility for providing administrative support to the STA TAC and Transit Consortium. Ms. Masiclat has been employed by the STA for two years and has successfully completed a number of administrative tasks in a professional and competent manner. In addition, she has been cross-trained on the tasks and responsibilities of the varied functions performed by the Clerk of the Board. Until the STA can successfully recruit for a permanent replacement, staff recommends the STA Board designate Johanna Masiclat as acting Clerk of the Board for the STA.

Recommendation:

Designate Johanna Masiclat to serve as acting Clerk of the Board.



DATE: May 2, 2005
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Contract Amendment No. 6 for Transit and Funding Consultant -
Nancy Whelan Consulting

Background:

In July 2001, the STA Board selected Nancy Whelan, of Nancy Whelan Consulting, to provide Transit and Funding Consultant services. Several contract amendments have extended her contract through June 30, 2005. She has continued to provide a high level of expertise of importance to the STA and is successfully achieving the specific tasks outlined in her scope of work. Specifically, she has been providing invaluable financial and budgeting expertise and support as well as transit funding and planning expertise to the STA's management team.

In the past few years, Jennifer Tongson and Elizabeth Richards have assumed a larger role in the area of transit coordination and transit funding. In FY 2004/05, the STA hired Susan Furtado as a Financial Analyst. Nevertheless, there are growing needs in both the financial and transit management areas that need additional support. Nancy Whelan's consulting services contract has been modified to focus on the STA's needs in FY05/06 (Attachment A).

Discussion:

Nancy Whelan Consulting continues to serve in the dual role of monitoring and managing the STA's transit contracts (Route 30 and Solano Paratransit) and transit funding and coordination (TDA claims and STAF funds), and assisting in the development of the STA's 2005/06 and 2006/07 budget. She is in the process of, or will be:

- developing draft transit operating fund sharing agreements for the Inter-city Transit routes as outlined in the draft I-80/680/780 Transit Corridor Study;
- assisting staff with the management of the Transit Consolidation;
- assisting staff developing project cost estimates for the transit projects and services as part of the Traffic Relief Expenditure Plan;
- helping STA staff conduct the Cordelia Community Based Transportation Study.

She has done an outstanding job in performing both financial and transit funding. These tasks are vital functions that the STA needs to continue to perform. Attached is an updated scope of work to reflect her anticipated work activity on behalf of the STA. Staff is recommending this contract amendment be extended until June 30, 2006 for a not to exceed amount of \$40,000.

Fiscal Impact:

The estimated fiscal impact for the contract is \$40,000 and will be covered through a combination of TDA, STAF, and Community Transportation Planning funds budgeted as part of the Services section of the STA's FY 2005/06 budget.

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2006 for an amount not to exceed \$40,000.

Attachment:

- A. Nancy Whelan Consulting – Consultant Services for Transit Funding and Program Management – Scope of Services

NANCY WHELAN CONSULTING
CONSULTANT SERVICES FOR TRANSIT FUNDING
AND PROGRAM MANAGEMENT

SCOPE OF SERVICES

Nancy Whelan Consulting (NWC) shall provide assistance to the Solano Transportation Authority related to annual budgeting and budget monitoring, preparing claims for transit funding, developing multi-jurisdictional transit funding formulae and agreements, and supporting the development of a sales tax expenditure plan and a countywide transit consolidation study.

Specific activities will include but are not limited to:

STA Annual Budget – Assist staff in preparing cost and revenue estimates for the STA’s line item budget, including projections for salaries and benefits. Assist in developing quarterly budget vs. actual reports for management and the STA Board.

TDA/STAF Claim – Prepare fund matrixes and tables for TDA and STAF funds upon which the STA’s annual claim is based. Assist staff in completing the claim for FY 2005-06. Monitor allocations and disbursements from MTC.

Funding Formula and Agreements – Continue development of funding formula for cost sharing on intercity transit routes in the County. Prepare a multi-year funding plan for each route. Assist staff in drafting funding agreements between the jurisdictions that participate in subsidy sharing for the routes.

Transit Consolidation Study – Support staff in development of the county-wide Transit Consolidation Study by providing financial analysis, peer reviews, and other tasks as requested.

Community Based Transportation Plan – Support staff in the development of the Community Based Transportation Plan for Cordelia including public outreach, research, and analysis.

Traffic Relief Expenditure Plan – Assist staff in analyzing various proposed elements of a traffic relief expenditure plan. Prepare sales tax forecasts and perform sensitivity tests.



DATE: April 26, 2005
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: FY 2004-05 3rd Quarter Budget Report

Background:

In March 2005, the STA Board was presented with the 1st and 2nd quarter financial report indicating that the expenditures for the fiscal year through the 2nd quarter were within the approved budgets. The attached financial report reflects the continued budget activities.

Discussion:

The attached financial report shows STA's revenue and expenditure activity through the third quarter ending March 31, 2005. At this point in the year, budgets should be expended approximately at 75%. However, some budgets are expensed inconsistent with the quarterly percentage of the budget. The SNCI-Local Transit Studies budget at 96% with the return of the STAF funding for planning studies that have not undertaken by the cities of Fairfield (\$60,000) and Vallejo (\$60,000).

Total department expenditures are in line with the budget projections. STA's Operations Department is 67% of budget; SNCI is at 54%, Project Development is at 26%, and Strategic Planning at 34%. The STA's General Fund expenditure is at 54% of budget while the revenue is at 38%. The variance between the total expenditures of 39% and revenue of 28% are funding reimbursement receivables and they been billed for reimbursement.

Recommendation:

Receive and file.

Attachment:

A. STA Quarterly Financial Report

STA QUARTERLY FINANCIAL REPORT
Third Quarter FY 2004-05 (75% of Year)
 July 1, 2004 through March 31, 2005

ATTACHMENT A

REVENUES			
Operations	FY 04-05 Revised Budget	Received YTD	%
Interest	\$ -	\$ 7,872	0%
FTA 5310	\$ -	\$ -	0%
AQMD/ECMAQ	\$ 3,000	\$ -	0%
STP	\$ 847,006	\$ -	0%
STIP	\$ 168,510	\$ 807	0%
TCRP 25.2	\$ 60,000	\$ -	0%
DMV/AVA	\$ 11,000	\$ -	0%
STIP-TAP	\$ 25,438	\$ -	0%
TCRP 25.3	\$ 50,000	\$ -	0%
Trails	\$ 3,000	\$ 2,734	91%
Gas Tax (Reserve Account)	\$ 30,000	\$ 30,000	100%
Gas Tax	\$ 254,185	\$ 254,185	100%
YSAQMD	\$ 16,000	\$ -	0%
TDA Art. 4/8	\$ 373,753	\$ 373,753	100%
TFCA	\$ 452,237	\$ 190,934	42%
STAF	\$ 538,669	\$ 276,000	51%
LIFT	\$ 33,034	\$ -	0%
CBO	\$ 51,420	\$ -	0%
RIDES	\$ 355,000	\$ 89,340	25%
Other Revenue	\$ -	\$ 44,393	0%
Sponsors	\$ 38,000	\$ -	0%
Subtotal	\$ 3,310,252	\$ 1,270,018	38%

EXPENDITURES			
Operations	FY 04-05 Revised Budget	Actual Spent YTD	%
Operations Management/Administration	\$ 1,021,924	\$ 656,593	64%
STA Board of Directors Expenditure Plan	\$ 44,225	\$ 24,624	56%
Contributions to STA Reserve Account	\$ 76,000	\$ 73,622	97%
	\$ 30,000	\$ 30,000	0%
Subtotal	\$ 1,172,149	\$ 784,839	67%

SNCI			
SNCI Management/Administration	\$ 442,588	\$ 286,490	65%
Employer/Van Pool Outreach	\$ 19,000	\$ 9,351	49%
SNCI General Marketing	\$ 112,385	\$ 23,183	21%
Fall Campaign	\$ 20,000	\$ 9,716	49%
Bike to Work Campaign	\$ 15,000	\$ 236	2%
BikeLinks Maps	\$ -	\$ -	0%
Incentives	\$ 57,085	\$ 24,126	42%
Specialized City Services	\$ 3,000	\$ 2,588	86%
Guaranteed Ride Home Program	\$ 10,000	\$ -	0%
Transit Management Administration	\$ 30,000	\$ 14,966	50%
Rio Vista Van Pool Program	\$ 33,034	\$ -	0%
Community Based Transit Study	\$ 51,420	\$ 1,591	3%
Local Transit Studies	\$ 129,295	\$ 124,473	96%
Napa Van Pool Incentives	\$ 3,000	\$ -	0%
Subtotal	\$ 925,807	\$ 496,720	54%

TFCA Programs			
TFCA	\$ 163,219	\$ 128,927	79%
Interest	\$ -	\$ 4,993	0%
Subtotal	\$ 163,219	\$ 133,920	82%

Abandoned Vehicle Abatement			
DMV	\$ 339,000	\$ 175,672	52%
Interest	\$ -	\$ 626	0%
Subtotal	\$ 339,000	\$ 176,298	52%

Jepson Parkway			
STIP	\$ 8,063	\$ 7,899	98%
Demo 1528	\$ 185,000	\$ 70,482	38%
Subtotal	\$ 193,063	\$ 78,381	41%

North Connector			
TCRP 25.2	\$ 553,000	\$ 107,624	19%
Interest	\$ -	\$ 2,614	0%
Subtotal	\$ 553,000	\$ 110,238	20%

Solano Paratransit			
Interest	\$ -	\$ (330)	0%
Subtotal	\$ -	\$ (330)	0%

Solano Paratransit Capital			
FTA 5310	\$ 127,200	\$ -	0%
STAF (match)	\$ 34,050	\$ -	0%
Other Revenue	\$ -	\$ 4,300	0%
Interest	\$ -	\$ 38	0%
Subtotal	\$ 161,250	\$ 4,338	3%

I-80/680/780 Corridor Study			
STP	\$ 50,000	\$ -	0%
SP&R	\$ -	\$ -	0%
STIP (PPM)	\$ -	\$ -	0%
Interest	\$ -	\$ (1,256)	0%
Subtotal	\$ 50,000	\$ (1,256)	-3%

I-80/680/SR 12 Interchange			
TCRP 25.3	\$ 1,843,000	\$ 81,782	4%
Interest	\$ -	\$ 3,135	0%
Subtotal	\$ 1,843,000	\$ 84,917	5%

Project Development			
Project Management/Administration	178,160	151,002	85%
STIP Project Monitoring	11,100	10,101	91%
Paratransit Coordinating/PCC	42,000	30	0%
Traffic Safety Plan Update	10,000	3,749	37%
Union Ave/Main St. Feasibility Study	10,000	10,000	0%
Regional Impact Fee Feasibility Study	-	-	0%
SR 113 MIS/Corridor Study	-	-	0%
SR 12 Bridge Study	-	-	0%
SR 12 MIS Operational Strategy	10,000	4,645	46%
Jepson Parkway EIR	193,063	116,132	60%
North Connector PA/ED	553,000	208,683	38%
Solano Paratransit Capital	161,250	-	0%
I-80/680/780 Corridor MIS	50,000	17,447	35%
I-80/680/12 Interchange PA/ED	1,843,000	286,914	16%
Subtotal	\$3,061,573	\$808,703	26%

Strategic Planning			
Planning Management/Administration	305,350	200,026	66%
SolanoLinks Marketing	84,000	13,273	16%
General Marketing	32,000	20,586	64%
Events	30,000	14,606	49%
Model Development/Maintenance	128,139	47,621	37%
Solano County TLC Program	88,883	11,394	13%
Comprehensive Transportation Plan	-	-	0%
Countywide Pedestrian/Trails Plan	2,000	2,676	134%
Transit Consolidation Feasibility Study	35,000	-	0%
Oakland/Auburn Commuter Rail Study	37,354	11,505	31%
FF/VV Rail Station Design	93,510	14,608	16%
Route 30	25,000	-	0%
CMP Update/Regional Impact Fee Study	50,000	-	0%
SR 12 Transit Study	40,000	300	1%
Jepson Parkway Concept Plan Update	-	-	0%
TFCA Programs	163,219	-	0%
DMV Abandoned Vehicle Abatement	339,000	151,396	45%
Total Strategic Planning	\$1,453,255	\$487,991	34%

TOTAL REVENUES	\$ 6,612,784	\$ 1,856,524	28%
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TOTAL EXPENDITURES	\$6,612,784	\$2,578,253	39%
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DATE: May 2, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Agreement for Funding the SR 12 Transit Corridor Study

Background:

The STA Board identified the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. The initiation of this study was recommended by various transportation studies recently completed by the STA. This transit study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plans that are expected to be completed by the beginning and end of 2005 respectively.

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

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

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

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

The SR 12 Transit Corridor Study will include the following major tasks:

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

A Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin Council of Governments) has been established to provide oversight on the study. The Steering Committee first met on April 7, 2005 and the next meeting is being planned for June 9, 2005. The study is expected to take about six months and to be completed by October 2005.

Discussion:

Staff from STA, NCTPA and Urbitrans, met on January 20, 2005 to begin to discuss the tasks needed to complete the SR 12 Transit Corridor Study. Since then the consultants have been meeting with stakeholders and compiling information from various transit studies, short-range transit plans and other demographic data sources to be compiled into an existing conditions report dated March 2005.

The SR 12 Policy Steering Committee held its first meeting on April 7, 2005 at the Western Railway Museum. This meeting included both a session on the prioritized highways improvements planned for SR 12 East and then a presentation on the SR 12 Transit Corridor Study. The next Steering Committee meeting is being planned for June 9, 2005, from approximately 11:30 – 1:30 p.m. for a meeting at a location to be determined in Napa County. The purpose of the meeting will be to review and comment on the Draft Service Plan.

Three public meetings are also being scheduled in June and/or July on the SR 12 Transit Corridor Study Draft Service Plan. Two meetings will be held in Solano County and one in Napa County. Staff and consultants will be confirming the dates and times for these meetings during the next three weeks. Members of the Steering Committee, STA TAC, Transit Consortium and the public are invited to attend these public meetings in each of their local communities.

Attached is a proposed funding agreement with NCTPA to secure the \$15,000 they have committed to the study.

Recommendation:

Authorize the Executive Director to execute the Agreement for Funding the SR 12 Transit Corridor Study between the Napa County Transportation Planning Agency and the Solano Transportation Authority.

Attachment:

- A. Agreement for Funding the SR 12 Transit Corridor Study between the Napa County Transportation Planning Agency and the Solano Transportation Authority

NCTPA Agreement No. _____

**AGREEMENT FOR FUNDING FOR THE SR 12 TRANSIT CORRIDOR STUDY
BETWEEN THE NAPA COUNTY TRANSPORTATION
PLANNING AGENCY AND THE SOLANO TRANSPORTATION AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2005, by and between the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "STA", and the NAPA COUNTY TRANSPORTATION PLANNING AGENCY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "NCTPA";

RECITALS

WHEREAS, NCTPA and STA desire to plan, through the preparation of an SR 12 Corridor Transit Study, for the possible institution of public transit bus service between the City of Fairfield and the City of Napa along the SR 12 Corridor; and

WHEREAS, NCTPA has agreed to contribute \$15,000 towards the funding of the study; and

WHEREAS, the STA will be responsible for the contracting out and day-to-day management of the study; and

WHEREAS, NCTPA has determined that the expenditure of funds to assist with preparation of SR 12 Corridor Transit Study will advance a public purpose and is therefore permitted by law.

TERMS

NOW, THEREFORE, STA and NCTPA agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire on completion and acceptance by both NCTPA and STA of the SR 12 Corridor Transit Study, unless terminated earlier in accordance with Paragraphs 7 or 8; except that the obligations under Paragraph 6 (Indemnification) shall continue in full force and effect after said expiration date or early

termination as to the liability for acts and omissions occurring during the term of this Agreement.

2. **Scope of Services.** STA shall create or cause to be created an SR 12 Corridor Transit Study, as set forth in greater detail in EXHIBIT A, which is attached hereto and incorporated herein by this reference.

3. **Compensation.**

(a) **Rates.** NCTPA shall pay STA upon receipt of an invoice requesting payment from NCTPA in accordance with the following schedule:

- i. Seventy-five hundred dollars (\$7,500) upon execution of this agreement by both parties
- ii. Seventy-five hundred dollars (\$7,500) upon completion and acceptance of the SR 12 Corridor Transit Study.

(b) **Maximum Amount.** Notwithstanding subparagraph (a), the NCTPA shall contribute an amount not to exceed Fifteen thousand dollars (\$15,000), provided however, that such amounts shall not be construed as guaranteed sums, and compensation shall be based upon services actually rendered and expenses actually incurred.

4. **Method of Payment.** All payments shall be made only upon presentation by STA to NCTPA of an invoice in a form acceptable to the NCTPA Executive Director. Payment shall be made to the STA up to the amount stated in paragraph 3.

5. **Independent Contractor.** STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that NCTPA may monitor the work performed by STA.

6. **Indemnification.** NCTPA and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by NCTPA or STA, or their officers, agents, employees, or subcontractors of activities required under this Agreement.

7. **Termination for Cause.** If, after written notice and 10 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party

may, in addition to any other remedies it may have, terminate this Agreement by giving fifteen (15) days written notice to the defaulting party in the manner set forth in Section 11 (Notices).

8. **Termination for the Convenience of a Party.** This Agreement may be terminated by either party for any reason and at any time by giving no less than thirty days written notice of such termination to the other party and specifying the effective date thereof; provided, however, that no such termination may be effected unless a reasonable opportunity for consultation is provided prior to the effective date of the termination.

9. **Disposition of and Payment for Work upon Termination.** In the event of termination for cause under Paragraph 7 or termination for the convenience of a party under Paragraph 8, copies of all finished or unfinished documents and other materials, if any, at the option of the NCTPA, shall be delivered to the NCTPA and the STA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination; except that neither party shall be relieved of liability for damages sustained by the other by virtue of any breach of the Agreement whether or not the Agreement was terminated for convenience or cause.

10. **No Waiver.** The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

11. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

STA

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

NCTPA

Michael Zdon
Executive Director
1804 Soscol, Suite 200
Napa, CA 94559

12. **Subcontracts.** STA is hereby given the authority to contract for any and

all of the tasks necessary to create the SR 12 Corridor Transit Study.

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of both parties.

14. **Interpretation.** The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

15. **Severability.** If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

16. **Local Law Compliance.** STA shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

17. **Non-Discrimination Clause.**

(a) During the performance of this Agreement, STA and its subcontractors shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

(b) STA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

18. **Access to Records/Retention.** The NCTPA, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the STA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, STA shall maintain all required

records for three years after NCTPA makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

19. **Attorney's Fees/Audit Expense.** In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action. Any required audits shall be at the expense of the NCTPA.

20. **Conflict of Interest.** STA hereby covenants that it presently has no interest not disclosed to NCTPA and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as NCTPA may consent to in writing prior to the acquisition by STA of such conflict.

21. **Entirety of Contract.** This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

NAPA COUNTY TRANSPORTATION
PLANNING AGENCY

SOLANO TRANSPORTATION
AUTHORITY

By _____
Mike Zdon, Executive Director

By _____
Daryl Halls, Executive Director

ATTEST: Secretary of the
Board of the Napa County
Transportation Planning Agency

ATTEST: Secretary of the
Board of the Solano Transportation
Authority

By _____

By _____

APPROVED AS TO FORM:

APPROVED AS TO FORM

By: _____
Counsel to the NCTPA

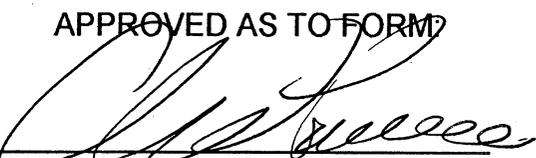
By: 
Counsel to the STA

EXHIBIT "A"

SCOPE OF WORK

TASK 1: PROJECT MANAGEMENT AND ADMINISTRATION

Adhering to a project's schedule and scope is critical to its successful completion. This additional task encompasses all project management tasks—from regular communication with the client to the scheduling of activities associated with each work task.

Jessica Greig, our Project Manager, will work closely with STA and NCTPA staff, utilizing their input to ensure that the results of the Transit Corridor Study reflect the needs of the communities and more specifically, the project's goals and objectives. In addition, as Project Manager, Ms. Greig will represent the team on a day-to-day basis to discuss issues as they arise, to address any questions, or to solve immediate concerns. She will also prepare regular progress reports to document work accomplished, bring up any concerns associated with the project, and update the project schedule.

It is recommended that the project be initiated with an on-site visit and kick-off meeting with STA and NCTPA staff. The objectives are as follows:

- Review and modify, as required, the work plan, milestones, and schedule,
- Identify members of the steering committee,
- Discuss project goals, objectives, and study expectations,
- Explore the proposed service area and existing transit facilities, and
- Identify and collect background documents for the project.

Schedule and Meetings

This task continues throughout the project and will have several deliverables associated with it, including monthly project invoices, progress reports, and any necessary schedule updates. An early kick-off meeting is an essential action item in our approach, which will enable us to focus on subsequent efforts and tailor the project to your specifications. It is expected that this meeting would take place mid-January.

Understanding the local operating environment, development trends in the area, and how transit functions in communities along the Route 12 corridor will be vital to our ability to effectively analyze the current performance and propose efficient, implementable solutions to improve future transit services that meet the mobility needs of the community.

TASK 2: EXISTING CONDITIONS

Understanding the local operating environment, development trends in the area, how transit functions in communities near SR 12 and the likely markets for the service will allow us to effectively evaluate the current transit demand and propose efficient, implementable solutions to improve future transit service. We will develop our understanding through a comprehensive review of recent reports in and around the corridor, discussions with operators who provide service in the region, and meetings with interested parties and potential users of the service.

Task 2.1- Review Background Documents and Data

A variety of studies and reports have already been completed on travel in Napa and Solano Counties in general, and along the SR 12 corridor in particular. Urbitran will maximize project resources by thoroughly review these documents and leveraging their contents to avoid duplicating any work. In reviewing the documents we will pay close attention to the contents and when original data was collected, if necessary we will gather the most current information available.

At a minimum, we expect to review the following documents: Napa-Solano Passenger Rail Feasibility Study (2003), Solano Comprehensive Transportation Plan (2002), I-80/I-680/I-7780 Transit Corridor Study (2004), short and long-range transit plans for the Napa Vine, Fairfield-Suisun Transit, San Joaquin Regional Transit, Tri-Delta Transit, and planning documents for Rio Vista, Suisun City, Fairfield and Napa. This will include a review of any onboard surveys or similar surveys with a focus on transit needs and/or travel behavior. We will also incorporate the relevant components of our recent work on the Rio Vista Transit Study and Napa Community Based Transportation Plan.

Task 2.2- Stakeholders and Transit Operators Input

Interviews will be conducted with key stakeholders along the corridor, including the cities of Lodi, Antioch, Rio Vista, Suisun City, Fairfield, and Napa. Our focus will be to meet city staff with projects or plans that could be impacted by, or impact the new service – such as public works, housing, and planning departments. We would also identify key policymakers whose input and support could further improve the viability of the proposed service. An integral part of this subtask will be to meet with representatives of each transit operator in proximity to SR 12, including Fairfield-Suisun Transit, NCTPA, Rio Vista Transit, San Joaquin Regional Transit District, and Tri-Delta Transit, and STA staff to review their goals for the proposed service, potential operational and/or institutional issues, relevant planning documents, anticipated service changes that could impact the service, and current ridership and demand data.

Task 2.3- Evaluate Transit Market

Using the information collected in the previous subtasks and readily available demographic and travel demand data, Urbitran will evaluate the demand (both served and latent) for transit service by various segments of the population, including commuters, seniors, persons with disabilities, and the general public to help shape the

operating characteristics of the service. We will review the setting and characteristics of the region, focusing on understanding the study area setting and characteristics and any expectations of the markets that could be served. Data such as population density, density of commuters, density of zero-vehicle households will be displayed spatially to identify areas with the highest expected demand for transit and to understand the relative demand among various groups expected to utilize the service.

Schedule, Meetings, and Deliverables

This task will be completed in April. A number of stakeholder interviews and meetings with the steering committee and the Solano Links Transit Consortium will be scheduled in February and March to solicit input to inform the initial service recommendations and plan.

TASK 3: PROPOSED BUS SCHEDULE AND PHASING PLAN

The information collected in Task 2 will be the basis upon which transit service alternatives for SR 12 will be proposed. The schedule and phasing plan will examine how the service could most effectively operate, with a discussion of service design, operating and capital requirements, and financial feasibility. This information will then serve as the starting point to develop an implementation timeline for the short and mid term. Results from this analysis will highlight ways to better serve underserved populations, capture the highest share of riders, and explore the potential for long-term connections from Rio Vista to Lodi and Antioch.

Recommendations for Short to Mid-Term Service Plan

The evaluation of the market potential for the SR 12 bus service, discussions with project stakeholders, and the steering committee will shape the service characteristics for the first years of the service. Similarly, anticipated development and demographic changes will inform how those characteristics should evolve over the longer timeframe.

The primary components of the proposed service plan will be the schedule – reflecting an appropriate service span and frequency to meet the needs of the expected market, number and location of bus stops, and requirements for park and ride facilities. Urbitran will explore a number of service alternatives, with varying financial requirements – including the appropriate levels of service for a limited stop, express bus and for more frequent stops on intercity service. The relative service levels will depend to a large extent on existing travel patterns and how well local transit providers can serve express bus stops – getting passengers to their ultimate destination.

Each alternative will be described in detail, with information on advantages and disadvantages, including: ability to attract ridership, service hours, funding requirements, level of service, and connectivity limitations and opportunities. Urbitran will rank the service delivery alternatives according to their feasibility, net cost effect,

and positive impact on ridership.

These alternatives will be presented to STA and NCTPA staff, the steering committee, and the SolanoLinks Transit consortium as a working paper. Urbitran will present the recommendations and facilitate the discussion to identify the preferred alternative, determine if refinements need to be made, and ultimately, to elicit support for the choice. Once the preferred alternative has been identified, additional work will be conducted, including a phased service expansion that incorporates an approach to expand connectivity to the service, with an emphasis on connections from Rio Vista to Lodi and Antioch.

Schedule, Meetings, and Deliverables

It is expected that the proposed bus schedule and phasing plan from this task will be completed mid-June. The findings and results from previous tasks will be included in the submission of the working paper and provided to the appropriate staff and groups. Two weeks will be allocated for review of the report, prior to scheduling meetings to discuss the document. Meetings with STA and NCTPA staff, the steering committee, and SolanoLinks Transit Consortium will be conducted, as described, to review the major findings, to select the preferred alternative, to refine the preferred alternative, and to discuss next steps.

TASK 4: STEERING COMMITTEE AND PUBLIC INPUT

Providing opportunities for feedback and consensus building throughout the development of this plan will be instrumental to its successful implementation. Input from stakeholders, the general public, SolanoLinks Transit Consortium and the Route 12 Corridor Steering Committee will be solicited throughout the project – as indicated already. Although we will conduct a variety of public outreach efforts throughout the project, we summarize them here to emphasize their importance to the overall success of the project.

As required by the RFP, Urbitran staff will meet at least three times with the Route 12 Corridor Steering Committee to review findings, solicit feedback and discuss the recommendations. It is expected that these meetings will take place at the beginning of the project to solicit initial input, mid-way through the project to provide feedback on the proposed schedule and phasing plan, and prior to the completion of the project to affirm that all issues have been adequately addressed and that the implementation plan, cost estimates, and funding plan satisfy the project requirements.

Additional meetings and presentations include the following:

- Two meetings with the SolanoLinks Transit Consortium – to solicit input from the transit operators - who have the most intimate knowledge of transit needs and operational challenges - and feedback on the proposed service and implementation plans

- Three public meetings - two in Solano County and one in Napa County to present the proposed plans to the public and solicit their comments and recommendations
- Presentations of the proposed service and implementation plans to the STA Board, NCTPA Board, STA Technical Advisory Committee (TAC), NCTPA TAC, NCTPA/STA Joint Subcommittee

Urbitrans staff will schedule up to three additional meetings or presentations, as requested by STA and NCTPA, to ensure that the details of the proposed plan have been widely disseminated and that all viewpoints have been heard.

Schedule, Meetings, and Deliverables

A summary of the comments received from the various outreach efforts will be included in the draft final report, or if preferred, can be submitted as a standalone memorandum to STA and NCTPA staff for advanced review. The meetings and presentations outlined above will be scheduled throughout the project.

TASK 5: IMPLEMENTATION PLAN, COST ESTIMATES AND FUNDING PLAN

This task will first reevaluate, and revise as appropriate, the proposed bus schedule and phasing plans, taking into consideration feedback received from the public outreach. The second task is to develop the implementation plan - an essential component of Route 12 Corridor Study that will guide transit system enhancements, future project development, program management, and oversight. As described above, STA and NCTPA staff will be given the opportunity to review and discuss the working paper and the memorandum of public comments, prior to Urbitrans developing an implementation plan.

Task 5.1- Implementation Plan

Stemming from the tasks outlined above, Urbitrans will develop an implementation plan for the SR 12 transit service. The plan will set forth action items enabling STA and NCTPA to implement the recommendations in a timely, consistent, and financially feasible manner. The plan will contain a schedule of priorities, roles, and a program for implementing all new service and expansions from operating and capital needs perspectives. Operational parameters will include service span, service frequency, and days of service among others. The capital side of the implementation plan will identify vehicle needs and develop a vehicle acquisition and replacement schedule as well as a phased implementation plan for bus stops and park and ride facilities.

Task 5.2- Cost Estimates and Funding Plan

This subtask will evaluate the service's capital and operating requirements, and scheduling approaches as outlined in the Implementation Plan. Operating cost estimates will help

quantify the fiscal impact of the transit expansion along the Route 12 corridor. As part of this task, we will consolidate the costs associated with the proposed operating and capital plans, present anticipated revenue sources for all transit activities, and evaluate the financial capacity for the proposed service scenario.

As part of this effort, we will discuss the assumptions used to generate the financial plan, such as identifying the methodologies used to allocate cost, revenue, and subsidies, identifying the operating and cost requirements for bus service, and identifying current subsidy payments by federal, state and local agencies.

The pro forma budget will include capital and operating cost projections for the recommended service and capital improvements, and sources of existing funding. If additional funding, beyond what is currently anticipated, is needed, the financial plan will identify and prioritize alternative funding sources.

Schedule, Meetings, and Deliverables

This task will be completed by September. The draft final report, "SR 12 Transit Corridor Study," will be completed in August 2005, allowing two weeks for review and two weeks for and comments or changes to be incorporated in the final report, which will be submitted in September 2005. Urbitran will create a PowerPoint presentation summarizing the final report and present it to STA and NCTPA staff and the SR 12 Steering Committee after delivery of the draft report and will be available for additional presentations, if requested.

Seven (7) copies of the draft plan will be sent to STA and NCTPA for review. The final report and a standalone executive summary will be generated in electronic and paper formats. Up to seven (7) bound copies and one (1) unbound hard copy of each will be provided to STA and NCTPA. Electronic versions (as PDF and Word documents) of the report and the raw data files will be provided on standard CD.



DATE: May 2, 2005
TO: STA Board
FROM: Johanna Masclat, Acting Clerk of the Board
RE: STA Meeting Calendar

Background:

Attached is the updated STA meeting schedule for the calendar year 2005 that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Receive and file.

Attachment:

- A. 2005 STA Meeting Calendar



**STA BOARD
2005 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 18	5:30 p.m.	Transit Committee	STA Conference Room	X
May 25	9:00 a.m.	Arterials, Highways and Freeways Committee	STA Conference Room	X
	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 26	9:30 a.m.	Alternative Modes Committee	TBD	X
June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 9	6:00 p.m.	STA Board Meeting/STA Annual Awards	TBD - Dixon	X
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated: 5/2/2005
jm



DATE: April 28, 2005
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant
RE: Programming of Additional FY 2005-06 STP Funding for Local Streets and Roads

Background:

In March, MTC announced that due to an aggressive policy that advanced projects from FY 2004-05 and FY 2005-06 into FY 2003-04, the Bay Area anticipates receiving an additional \$105.5 million in programming capacity for FY 2004-05. This programming capacity is in addition to the funding commitments previously made for the first and second cycles of the TEA-21 reauthorization. As part of the \$105.5 million, MTC proposed to distribute \$22.5 million for Local Streets and Roads to the nine Bay Area counties.

The Congestion Management Agencies adopted a distribution based on a 50-50 option split: 50% using the Cycle 2 distribution based on Metropolitan Transportation System (MTS) shortfall and 50% using the 1/3 population, 1/3 lane miles, 1/3 pavement condition formula developed by the Local Streets and Roads Committee. When the initial estimates for Local Streets were released, MTC provided a \$1.2 million estimate to Solano County for Local Streets and Roads for use in FY 2005-06.

In March, the TAC unanimously recommended the distribution of the \$1.2 million specified in Attachment A, which was approved by the STA Board on April 13, 2005.

Discussion

Since that time, MTC released a revised fund estimate that included Solano County's local streets and roads distribution increasing from \$1.2 million to \$1.3 million. Attachment B provides the computations for the proposed distribution of the \$1.3 million in STP funds for Solano County local streets and roads, and a comparison between the \$1.2 million and \$1.3 million distributions.

Similar to the initial \$1.2 million, the proposed distribution for the \$100,000 is based using the following 50% Cycle 2 – 50% Local Streets and Roads distribution formula, with adjustments to agencies receiving more than \$75,000:

- One-half (\$650,000) distributed based on population since the underlying distribution of Cycle 2 funds were population-based. The County Guarantee was included in the previous Cycle 2 distribution; therefore, it is not a part of this distribution.

- One-half (\$650,000) distributed based on the 1/3-1/3-1/3 formula developed by the Local Streets and Roads Committee. Since the final formula has not been adopted by the Committee, the distribution formula developed by MTC staff in January provided the basis for the distribution. The January formula was used by MTC to determine the proposed 50-50 distribution to the counties; therefore, this formula was deemed the most appropriate. This formula is based on 33.33% population, 33.33% lane miles, 25% pavement shortfall for all roadways on the Federal Functional Classification System (FFCS), and 8.33% for pavement condition based on Pavement Condition Index (PCI).
- Each agency received a minimum of \$75,000 to ensure a viable Federally funded project. This criteria was established by the TAC for the previous STP funds and is obtained by a proportional reduction for agencies receiving more than \$75,000.

Recommendation:

Approve the distribution of \$1.3 million in STP funds for local streets and roads as specified in Attachment B.

Attachments:

- A. Programming of \$1.2 million STP funds for Local Streets and Roads, approved by STA Board on April 13, 2005
- B. Proposed Programming of \$1.3 million STP Funds for Local Streets and Roads

Local Streets and Roads
 Additional STP Funds - \$1.3 M
 FY 04-05 and FY 05-06

Cycle 2 Distribution
 Population Based Distribution

Agency	Population	Percent	Cycle 2 Total
Benicia	27,000	0.065	42,134
Dixon	16,350	0.039	25,515
Fairfield	103,600	0.249	161,671
Rio Vista	6,275	0.015	9,792
Suisun City	27,400	0.066	42,759
Vacaville	95,100	0.228	148,406
Vallejo	121,100	0.291	188,980
County	19,700	0.047	30,742
TOTAL	416,525	1.000	650,000

PROPOSED Distribution for \$1.3 million STP funds (rounded to nearest \$1,000)
 50% Cycle 2 / 50% Local Streets and Roads Distribution

Agency	Cycle 2		Total	w/o Adjust	Delta for \$75K Min	Proposed Redist	TOTAL PROPOSED
	Total	Percent					
Benicia	42,134	0.065	45,397	87,531	23,565	-6,532	81,000
Dixon	25,515	0.039	26,920	51,435	23,565	23,565	75,000
Fairfield	161,671	0.249	135,755	297,426	54,276	-20,426	277,000
Rio Vista	9,792	0.015	10,932	20,724	2,708	2,708	75,000
Suisun City	42,759	0.066	29,533	72,292	2,708	2,708	75,000
Vacaville	148,406	0.228	123,889	272,296	-19,296	-19,296	253,000
Vallejo	188,980	0.291	149,489	338,470	-23,470	-23,470	315,000
County	30,742	0.047	129,062	159,804	80,549	-10,805	149,000
TOTAL	650,000	1.000	649,978	1,299,978	80,549	-10,805	1,300,000

Local Streets and Roads Distribution
 Based on 1/3 Population, 1/3 Lane Miles, 1/3 Condition

Agency	1/3 of 650K =		Lane Miles	1/3 of 650K =		Shortfall	1/4 of 650K =		PCI	1/12 of 650K =		LS&R Total
	Population	Percent		Percent	Percent		Percent	Percent				
Benicia	27,000	0.065	14,045	12,078	135,402	15,098	0.093	23,881	0.077	4,177	45,397	
Dixon	16,350	0.039	8,505	7,565	64,877	7,234	0.045	14,958	0.048	2,616	25,920	
Fairfield	103,600	0.249	53,890	36,697	144,924	16,160	0.099	165,855	0.536	29,008	135,755	
Rio Vista	6,275	0.015	3,264	4,048	32,464	3,620	0.022	7,052	0.000	0	10,932	
Suisun City	27,400	0.066	14,253	8,229	63,242	7,052	0.043	104,886	0.000	0	29,533	
Vacaville	95,100	0.228	49,469	33,910	198,792	22,166	0.136	50,861	0.339	18,344	123,889	
Vallejo	121,100	0.291	62,993	35,636	456,131	40,310	0.313	309,580	0.000	0	149,489	
County	19,700	0.047	10,247	78,504	361,512	40,310	0.248	309,580	0.000	0	129,062	
TOTAL	416,525	1.000	216,667	216,667	1,457,344	162,500	1.000	162,500	1.000	54,145	649,978	

Comparison Between \$1.2M and \$1.3M Distribution

Agency	\$1.2M		\$1.3M		% Change
	Distribution	Distribution	Distribution	Distribution	
Benicia	75,000	81,000	6,000	8%	
Dixon	75,000	75,000	-	0%	
Fairfield	250,646	277,000	26,354	11%	
Rio Vista	75,000	75,000	-	0%	
Suisun City	75,000	75,000	-	0%	
Vacaville	229,466	253,000	23,534	10%	
Vallejo	285,223	315,000	29,776	10%	
County	134,665	149,000	14,335	11%	
TOTAL	1,200,000	1,300,000	100,000		



DATE: May 2, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: FY 2005-06 TFCA 40% Program Manager Funds

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 regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is 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.

The STA Board approved the FY 2005-06 Solano TFCA Program Manager Guidelines and authorized a call for projects at their February 9, 2005 meeting.

Discussion:

A total of \$389,087 is available for Solano TFCA Program Manager Funds for fiscal year 2005-06 (including carry-over funds from FY 2004-05). In addition to the Solano Napa Commuter Information (SNCI) rideshare program, the STA received funding requests from the City of Suisun City and the City of Benicia for a total fund request of \$380,000. Attachment A provides a brief summary of each project request, local match provided, total project cost and STA staff's funding recommendation.

SNCI requested \$195,000 to promote alternative transportation options and clean air programs. The City of Suisun City requested \$60,000 to complete two important Class 1 multi-use paths that connect to the Central County Bike Route along Highway 12 to the Capitol Corridor Train Station and Downtown Suisun City. The City of Benicia requested \$125,000 for smart growth type project improvements along East 5th Street between two elementary schools. All project requests are eligible for TFCA funding.

The remaining balance of \$9,087 is recommended to be carried forward as part of next year's Program Manager funding allocation. Staff is currently working with the STA's Alternative Modes Committee to develop a comprehensive and multi-year alternative modes funding program that will include future allocations of Solano TFCA Program Manger funds. The goal of the new fund program is to strategically develop guidelines for STA's alternative modes priority projects (bicycle, pedestrian, and Transportation for Livable Communities improvements) for future cycles of multiple funding programs.

The STA Technical Advisory Committee (TAC) unanimously votes to forward a recommendation to the STA Board to approve this year's TFCA Program Manager allocation as specified in Attachment A at their April 27, 2005 meeting.

Recommendation:

Approve Resolution No. 2005-03 authorizing the Solano Transportation for Clean Air 40% Program Manager projects as specified in Attachment A.

Attachments:

- A. FY 2005-06 TFCA 40% Program Manager Fund Project Request Summary
- B. Resolution No. 2005-03 for FY 2005-06 TFCA 40% Program Manager Fund

Draft
SOLANO TRANSPORTATION AUTHORITY
RESOLUTION # 2005-03

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR CLEAN
AIR (TFCA) TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT
(BAAQMD) FOR FY 2005-06 40% PROGRAM MANAGER FUNDS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation for FY 2005-06 is \$389,087; and

WHEREAS, the STA initiated a call for projects for FY 2005-06 TFCA 40% Program Manager funds on February 9, 2005; and

WHEREAS, applications for the FY 2005-06 Solano TFCA 40% Program Manager funds have been submitted by the STA for the Solano Napa Commuter Information (SNCI) Ridesharing Program, the City of Benicia for East 5th Street Corridor Smart Growth Improvements, the City of Suisun for the Transit Center Pedestrian Access Project and McCoy Creek Multi-Use Path; and

WHEREAS, on April 27, 2005 the STA Technical Advisory Committee and the SolanoLinks Intercity Transit Consortium reviewed and recommended the proposed projects; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit an application for FY 2005-06 Solano TFCA 40% Program Manager funds to the BAAQMD for the STA's Solano Napa Commuter Information Ridesharing Program (\$195,000), the City of Benicia for East 5th Street Corridor Smart Growth Improvements (\$125,000), the City of Suisun for the Transit Center Pedestrian Access Project (\$25,000) and McCoy Creek Multi-Use Path (\$35,000).

Maryl Ann Courville, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 11, 2005.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of May 2005 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Acting Clerk of the Board



DATE: May 2, 2005
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
SUBJECT: Lifeline Transportation Funding

Background:

Since the adoption of the 2001 Regional Transportation Plan, MTC has implemented a number of recommendations from both the Lifeline Transportation Network and Equity Analysis reports related to that plan including the expansion of the Low-Income Flexible Transportation (LIFT) Program. This LIFT program has been a key funding source for Welfare to Work transportation projects and projects identified by Community-Based Transportation Plans.

During Phase I of the Transportation 2030, MTC reaffirmed its commitment to Lifeline issues by adopting the Access to Mobility goal which calls on MTC to further advance MTC's understanding and efforts to improve mobility for disadvantaged groups, and dedicating \$216 million of new funds for the mobility needs of low-income communities. These funds were primarily assumed to be generated from Proposition 42 funds which are now not expected to become available until FY 2008-09. MTC staff has been actively seeking additional funding to accelerate lifeline funding and has identified potential sources.

New Lifeline funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. MTC staff is proposing that Lifeline funding be distributed to each county through Congestion Management Agencies. The distribution will be based on each county's overall share of the region's poverty population. CMAs would be responsible for issuing the Call for Projects, establishing evaluation criteria jointly with MTC, approve projects for funding and monitor and control projects.

MTC staff has prepared "Draft Guiding Principles for County Lifeline Programs" for FY 2005-06 through FY 2007-08 which was presented to the STA Board in April. The outstanding issue raised by the CMA's was that MTC's proposal did not, and still does not, include administrative funds for managing this program. Based on MTC's adoption of the program all Lifeline Program funds must be used for Lifeline Projects. With MTC not offering funds for administration of the program, the STA Board questioned how STA staff costs would be covered for this program's administration.

The average annual Lifeline funds that the STA will be administering is \$275,000 per year for three years, or \$825,000 total. The program administration cost for similar programs, such as BAAQMD's Transportation Fund for Clean Air (TFCA), is 5% which is a reasonable benchmark for this program and amounts to about \$15,000 per year.

The State Transit Assistance Fund (STAF) is a revenue source that could cover this cost and are administered by the STA. STAF funds have not been fully allocated for FY 2005-06. Staff estimates that this will defray some of the staff time to issue the call for Lifeline projects, coordinate with projects sponsors and monitor the projects once they are allocated.

Recommendation:

Authorize staff to allocate \$15,000 in STAF funds in FY 2005-06 and for FY 2006-07 and FY 2007-08 to cover the administrative cost for implementing and managing the Lifeline Program for Solano County.



DATE: May 2, 2005
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
SUBJECT: SNCI Bus Wraps

Background:

The Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) program delivers information and services to the public to promote and facilitate non-drive alone travel. This includes carpooling, vanpooling, riding the bus, ferry, train as well as bicycling and walking. As part of SNCI's mission to encourage these alternative modes, public information and marketing are key activities.

Discussion:

SNCI's marketing strategies have been wide ranging. Activities target both the home-end market and employers. Employers throughout the two counties are regularly contacted and offered materials and services for their employees. Campaigns, such as Bike to Work and Rideshare Thursday, convey messages through not only employers and employer organizations but also the general public media: radio ads, news stories generated from press releases, print ads, direct mail, and other means.

Many of Solano County's residents commute to jobs in other counties. A number of marketing and outreach strategies have been used to target these commuters. This have included evening/weekend events, radio, print advertising, direct mail, and more.

One effective method of outreach was the use of the electronic billboard previously located at the County fairgrounds and highly visible from I-80 near SR-37. With the replacement of the electronic billboard with a giant video screen, the cost became prohibitive. To regain significant freeway exposure for the SNCI program, staff is proposing to wrap two freeway-based buses.

A wrapped bus will be highly visible to large numbers of commuters on a daily basis. This proposal is for two bus wraps that would promote the SNCI program for at least one year. One would be placed on a Vallejo Transit bus that travels the I-80 to BART. The second would be placed on a Fairfield-Suisun Transit bus that travels on the I-80 freeway between Fairfield and Sacramento. Together there would be miles and lanes of freeway visibility.

A draft design has been created for Vallejo Transit and is consistent with the existing SNCI van wrap. Vallejo Transit has a transit advertising contractor who the STA will be coordinating with once given authorization by the STA Board. A similar arrangement

will be made with Fairfield-Suisun Transit. Both operators are supportive of this project. This item was reviewed and recommended for approval by the Consortium and TAC.

Fiscal Impact:

The cost of this project is \$60,000 to cover the installation and space for at least one year for both buses. The costs would be covered by existing SNCI and SolanoLinks marketing budgets.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Vallejo Transit bus for at least one year to increase public awareness of SNCI programs.
2. Authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Fairfield-Suisun Transit bus for at least one year to increase public awareness of SNCI programs.



DATE: May 2, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Comments on Solano Comprehensive Transportation Plan (CTP) 2030

Background:

On February 9 and March 9, 2005, the STA Board authorized the release of the Arterials, Freeways, and Highways, Transit, and Alternative Modes Elements of the Solano Comprehensive Transportation Plan (CTP) 2030. These three updated elements of the Solano Comprehensive Transportation Plan (CTP), dated January 2005, have now been distributed to a large mailing list including the general public, Solano County libraries, elected officials, regional, state and federal agencies. Since mid-March 2005, the elements have also been posted on the STA's web site: www.solanolinks.com.

On March 17, 2005, STA staff circulated an Initial Study/Environmental Checklist (per the California Environmental Quality Act) to each of the STA member agencies and submitted a Notice of Completion for a proposed Negative Declaration to the State Clearinghouse for a 30-day review period. A public notice on the proposed environmental document was published in the Vallejo Times Herald, the Fairfield Daily Republic and the Vacaville Reporter. The 30-day state required environmental review period officially ended on April 14, 2005 and no comments on the proposed Negative Declaration were received from the State Clearinghouse.

Discussion:

The STA Board has requested that each of the City Councils and the Board of Supervisors review and provide written confirmation of the transportation needs submitted for each jurisdiction. This request was made to each of these agencies in Solano County via a transmittal letter dated March 29, 2005 (Attachment A).

On April 13, 2005, the STA Board held a public hearing to provide an additional opportunity for members of the public to comment on any of the policies, needs and recommendations contained in the plan. The Draft CTP has been circulated for a 30-day review period ending April 29, 2005. Upon completion of the review period, staff will respond and/or incorporate revisions into a Final Draft supplement to the CTP for review and recommendation by the TAC, Consortium, and CTP committees. The STA Board opened the public hearing to hear public comments on the CTP and then continued the hearing to the next STA Board meeting on May 11, 2005.

Since the release of the CTP dated January 2005, the comment letters and memos have been received from the following agencies, individuals and community groups:

- City of Benicia
- Transportation Department, County of Solano
- Caltrans District 4
- Eva Laevastu, Pedestrian Advisory Committee
- Mark Hall, Solano County Property Owner
- Fair and Safe Traffic Solutions

Upon receipt of any additional comments, STA staff will review and incorporate revisions into a Final Supplement to the CTP to be released by about May 13, 2005. The final supplement will be circulated to each of the STA Committees, the TAC and Consortium for a recommendation during the last two weeks of May or early June. Final approval of CTP 2030 by the STA Board is scheduled for June 8, 2005.

The three STA Committees are scheduled to review all comments and recommended revisions on the following dates:

- Transit Committee: May 18, 2005, 5:30 p.m.
- Arterials, Highways and Freeways Committee: May 25, 2005, 9:00 a.m.
- Alternative Modes Committee: May 26, 2005, 10:30 a.m.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Close the public hearing for the CTP 2030 opened on April 13, 2005.
2. Direct CTP committees, TAC and Consortium to review all comments received and submit any final recommended revisions to the Draft CTP prior to the next STA Board meeting on June 8, 2005.

Attachments:

- A. Transmittal letter dated March 29, 2005 from Daryl Halls, Executive Director, transmitting the Solano Comprehensive Transportation Plan (CTP) 2030 to various officials, agencies, and libraries
- B. Letter dated March 31, 2005 from Jim Erickson, City Manager, City of Benicia
- C. Letter dated March 21, 2005 from Dan Schiada, Director of Public Works, City of Benicia
- D. Letter dated February 22, 2005 from Dan Schiada, Director of Public Works, City of Benicia
- E. Memo dated February 22, 2005 from Eva Laevastu, Chair of STA's Pedestrian Advisory Committee
- F. Memo dated February 11, 2005 from Paul Wiese, Transportation Manager, County of Solano
- G. Memo dated January 2005, from Cameron Oakes, Transportation Planner, Caltrans District 4

- H. Proposal for “Sensible Transportation Platform for Solano County” submitted by Barbara Kondylis on behalf of Fair and Safe Traffic Solutions
- I. Letter dated April 29, 2005 from Mark D. Hall



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

March 29, 2005

**To: General Public and Solano County Libraries
Chambers of Commerce
Elected Officials of Solano Cities and County
Regional, State and Federal Transportation Agencies**

Re: Solano Comprehensive Transportation Plan (CTP) 2030

The Solano Transportation Authority (STA) is pleased to provide you with a draft copy of the following updated elements of the Solano Comprehensive Transportation Plan (CTP) 2030:

- Arterials, Highways and Freeways Element
- Transit Element
- Alternative Modes Element

Since the last CTP was adopted in May 2002, these draft elements incorporate new data and recommendations on various countywide and local transportation projects and services identified from recent STA studies including updated local streets and road needs, the I-80/680/780 Major Investment & Transit Corridor Study, the Solano County Senior and Disabled Transit Study, the Countywide Transportation for Livable Communities (TLC) Plan, the Solano Countywide Pedestrian Plan, and the Solano Countywide Bicycle Plan.

The STA Board has scheduled a public hearing on this draft CTP Plan 2030 at 6:00 p.m. on April 13, 2005 at Suisun City Hall, 701 Civic Center Drive, Suisun City, CA. Additional copies of the draft plan, other recent transportation studies, a display of the various elements and STA staff will be available in the lobby of Suisun City Hall commencing at 5:30 p.m.

The STA Board has requested each City Council and the Board of Supervisors to review, confirm and/or request revisions to the various local transportation needs listed by jurisdiction in each element and forward any comments to the STA Board no later than April 29, 2005. The STA Board is scheduled to review any comments received and approve the new CTP 2030 with amendments at their meeting of May 11, 2005.

Full color versions of the draft elements are also contained on the STA web site at: <http://www.solanolinks.com/>. For further information or to provide comments, please contact Dan Christians, Assistant Executive Director/Director of Planning at 707.424.6075.

Sincerely,



Daryl Halls
Executive Director

Cc: STA Board members

Enc. Solano Comprehensive Transportation Plan 2030, January 2005 Draft



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

JIM ERICKSON
City Manager

March 31, 2005

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

SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN

Dear Mr. ^{Daryl}Halls:

I wanted to clarify the action taken by our City Council at their meeting of March 15, 2005 regarding the draft Solano County Comprehensive Transportation Plan (CTP). Our Council did approve the list of transportation priorities in the February 22 letter sent by Director of Public Works, Daniel Schiada. However, they did not specifically take a motion to support the draft CTP as was stated in Mr. Schiada's March 21 letter.

The Council, also by motion, supported the request and platform statement from the "Fair and Safe Traffic Solutions" organization to support their "Sensible Transportation Platform for Solano County."

Sorry about the confusion.

Sincerely,


Jim Erickson
City Manager

F:\pubworks\dan\STA CTP letter from CM

cc: Mayor and City Council Members
Daniel Schiada, Director of Public Works

MAR 22 2005

ATTACHMENT C



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

March 21, 2005

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

SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN

Dear Mr. Halls:

At their meeting of March 15, 2005, the Benicia City Council reviewed the draft Solano County Comprehensive Transportation Plan (CTP) and was asked to provide any final comments to the plan and the list of transportation priorities for Benicia. The Council was provided a copy of the February 22 letter I sent to you which included staff's comments and the list of priorities for Benicia. The priorities were listed for the Arterial, Highways and Freeways Element, the Transit Element and the Alternative Modes Element, including the priorities for the Pedestrian and Bicycle components of our transportation system as listed within the recently adopted Solano County Pedestrian Plan and the Solano County Bicycle Plan.

By motion, the City Council supported the draft CTP and the list of priorities for Benicia as outlined in the February 22 letter. The Council also received a request from "Fair and Safe Traffic Solutions" to support their "Sensible Transportation Platform for Solano County." In their motion, the City Council also supported this request and the platform statement from this organization.

Should you have any further questions, please contact me at (707) 746-4240.

Sincerely,

Daniel Schiada
Director of Public Works

DS:kt

F:\pubworks\dan\STA Transportation Plan

cc: Mayor and City Council Members
Jim Erickson, City Manager

STEVE MESSINA, Mayor
Members of the City Council

ELIZABETH PATTERSON, Vice Mayor • TOM CAMPBELL • BILL WHITNEY • E 74 SMITH

JIM ERICKSON, City Manager
VIRGINIA SOUZA, City Treasurer
LISA WOLFE, City Clerk

Fair and Safe Traffic Solutions

A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities

Sensible Transportation Platform for Solano County

Solano County's traffic problems get worse every year. Job creation has not kept pace with housing development, and so many residents make long daily commutes to distant jobs. We have not adequately invested in a coordinated transportation system to handle today's needs and those of future generations. We need a comprehensive transportation plan that coordinates land use planning with our investments in transportation.

Fair and Safe Traffic Solutions are eager to support a transportation sales tax that will accomplish the following:

1. Fix the interchange

The first funding priority should be to unscramble and expand the I-80/I-680/SR-12 interchange, including ways to make sure carpools and public transit can move easily through the interchange.

2. Repair existing roads

Existing roads have fallen into disrepair countywide. The cost of fixing our roads is rising, while gas tax revenues to repair them are diminishing. We must protect our investment in existing roads by raising the funds to fix our potholes and repave our local streets.

3. Plan for the future

As a community we should identify future growth opportunities and clearly designate where growth is and is not appropriate. Traffic will only get worse unless we plan well for accommodating future growth. Only cities that are doing their part to reduce traffic should get their share of our transportation dollars. Transportation funding should be linked to land use planning by conditioning "return to source" funding on the following:

- Establishment of and compliance with a county-wide Urban Limit Line
- Renewal of Solano County's Orderly Growth Initiative
- Implementation of a development mitigation program
- Participation in a cooperative planning program to reduce total vehicle miles traveled

4. Improve health and mobility

Solano County has the highest asthma rate in the Bay Area, affecting thousands of children and elderly citizens. Vehicle emissions are the number one cause of asthma. The most cost-effective way to reduce vehicle emissions—and address the asthma epidemic—is to encourage public transit and reduce car dependence. We can do this by improving ferry, train, and express bus service for commuters, and expanding transit opportunities for the elderly, the disabled, children, and others who cannot drive. We can also encourage public transit by establishing Transportation for Livable Communities (TLC) programs. TLC programs provide funding for downtown and neighborhood revitalization projects that enhance transit facilities and increase transit accessibility. Another way to reduce vehicle emissions is to reduce the number of cars on the road by encouraging carpooling. We can encourage carpooling by funding park and ride lots and creating high occupancy vehicle lanes on Solano County highways.

Fair and Safe Traffic Solutions

A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities

An improved and expanded public transit network, effective TLC programs, and a network of HOV lanes will make Solano County's transit system viable and accessible for all its residents, while reducing the threat of asthma. In both these respects, a balanced transportation system will benefit our seniors and children most of all.

5. Improve safety

Twenty percent of the people who die in traffic accidents are pedestrians. But we are not spending nearly enough to make the streets safe for pedestrians. We must improve safety, not only on major highways, but also on local streets within our communities. We need to ensure that children have safe routes to schools and that Solano's streets are safe for everyone.

6. Ensure protection for farms and natural areas

The sales tax plan should ensure that all highway projects are accompanied by conservation measures that protect farmland and provide open space mitigation.

ATTACHMENT D



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

February 22, 2005

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

SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN

Dear Daryl:

At the Technical Advisory Committee (TAC) meeting on January 26, 2005, the draft Solano County Comprehensive Transportation Plan (CTP) was handed out and staff from each agency was requested to review and provide their comments for the next TAC meeting scheduled for February 23, 2005. Listed below are my comments and the draft list of regional and local transportation priorities for the City subject to final approval by the Benicia City Council. Please be advised that our City Council will review this information at their meeting of March 15, 2005 to then provide the STA with their final comments and list of transportation priorities.

I. ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT

Needs on Routes of Regional Significance

- Improve I-80/I-680/SR-12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Connect HOV System on I-80 and I-680
- Install I-780 (E 2nd to E 5th) auxiliary lanes
- Install I-780 (Columbus Pkwy to Military West) auxiliary lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7th St. interchange ramps
- Improve I-780/East 2nd St. interchange ramps

Local Needs for Benicia (in addition to those listed above)

- Install Citywide Traffic Calming improvements
- Widen & extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median

STEVE MESSINA, Mayor
Members of the City Council

ELIZABETH PATTERSON, Vice Mayor • TOM CAMPBELL • BILL WHITNEY • DANIEL C. SMITH

JIM ERICKSON, City Manager
VIRGINIA SOUZA, City Treasurer
LISA WOLFE, City Clerk

- Widen East 2nd St. (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2nd St. and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install citywide traffic signal & intersection improvements per CIP
- Widen Columbus Parkway to 4 lanes w/median
- Widen East 5th Street (I-780 to Military) with median
- Widen East 2nd Street (I-780 to Military) with median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Rd (Industrial Way to Sulphur Springs Creek) to 4 lanes w/median
- Widen Park Rd (Adams St. to new connector road) with median.

Specific comments to this section of the draft CTP:

1. On page 21, please revise the local traffic impact fees for Benicia to reflect our current fee which is \$1,029.00 for single family residential and \$550.00 for high density residential.
2. On page 30, please revise the list of Benicia projects to match the list above.

II. TRANSIT ELEMENT

Transit needs for Benicia

- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia
- More joint bus operations
- Improve and/or replace bus shelters
- Improve schedules
- Increased marketing
- Increase service and routes
- Construct transfer facilities (initial transit stop for Benicia Industrial Park at Park Road /Industrial Way)

Specific comments to this section of the draft CTP:

1. On page 7, please include language about Benicia's desire to have ferry service provided to Benicia, our SRTP underway to provide an initial evaluation and with further analysis required.
2. On page 14, under New Service, please include language to investigate the feasibility of providing ferry service to Benicia.
3. On page 24, please revise the second sentence from the top of the page to read: "Benicia Transit operates intercity service via Interstates 780 and 680 from the Vallejo Ferry Terminal, through Benicia, to the Pleasant Hill BART station."
4. On page 28, in the section on Ferry Service to Benicia, please verify the figures for ridership on the Vallejo Ferry from Benicia residents. Our SRTP

consultant indicates that the 15% figure may be low. Also, please consider adding a comment that service stops to Benicia similar to the stops made to Pier 41 in San Francisco could be explored.

5. On page 29, in the Benicia Transit section, please revise the first sentence to read: "Discussion is underway to consider transferring the operation of Benicia Route 1 from the Vallejo Ferry Terminal to the Pleasant Hill BART station intercity bus service to Vallejo Transit." Also, please mention that our SRTP is now underway.
6. On page 32, please revise the list of Benicia projects to match the list above.
7. On page 46, why is the Benicia Transit Route 1 table on this page?
8. On page 48, the heading for Benicia Transit needs to be clear that this is not part of the previous section on Fairfield-Suisun Transit.
9. On page 49, in the Patronage section, remove the word reportedly. Also, this section should include the number of Benicia residents that use the Vallejo Ferry. In the Policies section, need to mention the proposed stop for Route 40 at the I-680 and Industrial Way/Park Rd. intersection with a new park-n-ride lot.
10. On page 51, in the section on Route 40, should include the proposed stop for the Benicia Industrial Park at the I-680 and Industrial Way/Park Rd intersection.
11. On page 55/56, in the New Route from Vallejo to Benicia Industrial Park, should include the new stop at the I-680 and Industrial Way/Park Rd. intersection which would provide connections to local service and to Route 40.
12. On page 58, why is Benicia Route 1 not listed in the tables 3, 4, 5 or 6?
13. On page 84, need to continue to look further into seasonal, mid-day, weekend and/or commuter ferry service to Benicia.
14. On page 85, under the Vallejo Transit section, need to include description of joint service currently provided by Vallejo and Benicia Transit which includes a single dispatch center and administration by the City of Vallejo. Also, on this same page, please note that Benicia Transit does provide intercity paratransit service.
15. On page 95, please revise the second bullet under the I-680 corridor to read: "Industrial Way/Park Rd and/or the Benicia Intermodal Station near Lake Herman Road. On this same page under the I-780 corridor, please revise the last bullet to read: "Downtown area."

III. ALTERNATIVE MODES ELEMENT

Alternative mode needs for Benicia

- Widen State Park Road overcrossing at I-780 with bike/ped access
- Construct Benicia Bridge bike path and walkway improvements
- Construct Park Road (Adams to Oak) bike path and walkway improvements
- Construct First Street Streetscape Project
- Construct 3 new park-n-ride facilities

- Install bike and walkway connections to the historic Arsenal, Clocktower & Camel Barns facilities
- Install Bay Trail shoreline connections between Vallejo and the Benicia Bridge
- Install citywide bike path improvements per General Plan/CIP
- Install citywide walkway improvements per General Plan/CIP
- Install citywide Traffic Calming improvements
- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia

Specific comments to this section of the draft CTP:

1. On page 2, please revise the list of Benicia projects to match the list above.
2. On page 27, please revise the figure to list the Benicia Intermodal Transportation Station (not train).
3. On page 46, please revise the park-n-ride project #16 to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680." Also, this should list only 300 to 500 spaces.
4. On page 46, please revise the park-n-ride project #18 to read: "West Military/Southampton Road Area".
5. On page 47, please revise the second bullet for the I-680 park-n-ride lots to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman)".
6. On page 47, please revise the second bullet for the I-780 park-n-ride lots to read: "West Military/Southampton Road Area".
7. On page 60, please revise the second to last bullet to read: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped project.
8. On page 67, Table 13 is referenced but not included.
9. On page 76, in the Alternate Fuels section, should include a discussion with a list of all the existing electric vehicle charging stations (including the one at Benicia City Hall) and all the proposed stations in the county.

Thank you for the opportunity to comment on the draft CTP. Please let me know if you have any questions or if additional information will be required as part of this process. Just give me a call at (707) 746-4240.

Sincerely,



Daniel Schiada
Director of Public Works

cc: Jim Erickson, City Manager
Rob Sousa, Finance Director
Michael Throne, City Engineer


 From: E. K. Lazevastu

Date: February 22, 2005

Subject: Comments on Draft Alternative Modes Element

Content

Although the integration of transportation and land use planning is identified as one of the goals in the Comprehensive Transportation Plan (page 3, paragraph 3), it is not included in the goal (page 4) nor as one of the objectives (page 5). Recommend adding the following objective:

Objective - Encourage community-oriented plans that enable residents to use a range of travel modes to access jobs, shopping, recreation and other daily activities and basic necessities of living.

On page 18, change the heading to read *Solano TLC Plan*. Delete the heading *TLC Goals, Objectives, and Actions* on page 19. Change the following to paragraphs to read:

The Solano TLC Plan has been developed as a part of the 2030 Solano Comprehensive Transportation Plan. The Plan presents recommended goals and objectives that will help encourage future transportation and land use linkages and serves as a resource for local jurisdictions.

The fourth paragraph on page 24 reads, "Each CMA's approach to the new program ..." What does "new program" refer to and what is CMA? Overall, the paragraph is unclear.

I recommend the following revision the first page and a half of *Ridesharing*:

RIDESHARING

Support for carpooling and vanpooling ... (currently 3rd paragraph under Introduction)

INTRODUCTION

Carpooling and vanpooling are popular means of commuting in Solano County (currently 1st paragraph in Ridesharing section)

Vanpools success in long-distance commutes. The vast majority ...

If the above mentioned suggestion is not acceptable, then recommend the following alternatives. The second paragraph under the heading *Introduction* in the *Ridesharing* section (page 29) does not seem to have a central point, it reads like a list of unconnected facts. Delete the paragraph that introduces the rideshare component (page 30).

I recommend restructuring the subsections in *Ridesharing* as follows:

Introduction

Comprehensive Transportation Plan Relationship

Ridesharing Infrastructure

Rideshare Institutional Organization and Funding

SNCI Services and Programs (include vanpool and carpool existing programs from Tables 8 and 9 here)

Potential Program Enhancements (include Carpool Program Enhancements)

What purpose does the subsection *Neighboring Rideshare Programs* (beginning on page 33) serve? I recommend deleting this subsection.

The last sentence in the first paragraph under the heading *Role of Ridesharing Today* (page 43) is misleading. Note that Table 5 indicates that 71 percent drive alone, there has been no significant improvement between 1993 and 2003.

Table 6 and its ensuing paragraph (pages 43-44) are not logically connected to the material presented before them. That is, there is no comparative analysis between Solano County and Bay Area commute data. Recommend dropping Table 6 and its related paragraph or adding analysis.

Regarding casual carpooling (page 44), should we survey and track trends? Are there other locations besides the one listed the second paragraph of the subsection? Should we advertise?

The paragraph after Table 7 (page 46) indicates that a park-and-ride facility was opened in Dixon in 2002. This information should display in Table 7 rather than be a separate paragraph.

The first paragraph on page 47 refers to "this update of the intercity Transit Element". I believe this sentence should be revised. The last paragraph on page 47 should perhaps further define the Transit Element (e.g., Transit Element of the Comprehensive Transportation Plan).

The first full paragraph on page 48 should be revised as there is no Appendix B. Suggest deleting this sentence.

Table 8 (page 49+) includes existing vanpool program attributes and Table 9 (page 52+) includes existing carpool program elements although this subsection is titled, *Potential Program Enhancements*. Recommend taking current program elements and moving them to an earlier section in *Ridesharing* as suggested above.

Do the sections on employer incentive programs (page 53) and transit and bicycle promotions programs (page 54) belong here? They are reflected as subheadings to carpool program enhancements.

The subsection, *Other Measures*, (page 57) is under *Carpool Program Enhancements*. I don't think it belongs in this position. This paragraph is very important, should be rewritten, and moved into a more prominent position in the Element.

Is there a CTP relationship to bicycling?

The Element states that "Bicycle racks and lockers are found at most major shopping areas and

destinations where residents choose to ride, and current plans address implementing new facilities where there is demand.” Is there a list of shopping centers and destinations where there are bicycle racks and lockers? How is demand identified? What are the additional destinations where new facilities are being planned?

Is there a CTP relationship to pedestrian travel?

Are the subsections *Pedestrian Plan Elements* and *Public Outreach and Participation Process* in the *Countywide Pedestrian Plan* section necessary? I don't think they add any value to the Element and recommend omitting them.

I suggest that the subsections in the *Countywide Pedestrian Plan* section be:

- Pedestrian Plan Objectives
- Guidelines for Pedestrian Planning and Design
- Current Pedestrian-Supportive Projects and Concepts

I suggest the following content for the new *Guidelines for Pedestrian Planning and Design*:

The Plan provides specific information on planning and designing for pedestrian-oriented communities. This information is useful to local agencies and the public to encourage and facilitate pedestrian activity and circulation. This information is organized into four topics:

- Land Use
- Site Planning and Design
- Street System Planning and Layout
- Pedestrian Routes, Spaces, and Amenities

Recommend revising the paragraph under the heading **Current Pedestrian-Supportive Projects and Concepts** as follows:

The overall goal of the Countywide Pedestrian Plan is “A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.” Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects. The priority pedestrian projects for Solano County are:

- 1.
2. etc.

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan.

The first full paragraph on page 68 includes information regarding costs. I recommend deleting everything in the paragraph except the last sentence and moving this sentence to the paragraph introducing the numbered lists of projects.

The second full paragraph on page 68 discusses pedestrian concept projects and refers to Table

14. Suggest paring down this paragraph by deleting the two middle sentences that begin with “The pedestrian ...” and “These concepts are also described ...”. Delete the full paragraph at the top of page 69 and the section titled, *Pedestrian Improvement Costs*.

Context

<u>Page</u>	<u>Paragraph & Line</u>	<u>Comment</u>
1	2 2	Replace word “trails” with “routes”
2		There is a Table 1 but no reference to it in any of the text. Any tables and figures should be referred to in the text and should add information or clarification; otherwise, they should not be included.
8	1 5	“3promoting”
8	4 5	Drop the comma before “or to support”
8	5 8	Drop the comma before “and enhanced”
11	1 8-14	The sentence beginning with “The Alternative Modes Element” and ending with “infrastructure projects” is confusing with the numerous commas and particularly the segment that begins with “projects” and ends with “projects.”
12	2 6	Change “is” to “are”
16	2 9	Drop the comma between “reach” and “or”
16	3 2	Has ABAG been spelled out earlier?
18	1 4	Drop the comma between “live” and “and”
18	1 8	Drop the comma between “transit” and “are”
18	2 2	Drop the comma between “bicyclists” and “as well”
18	2 7	Drop the comma between “U.S.” and “and”
23	3rd full paragraph	The first sentence refers to ten years of financing for T-PLUS. What is the ten year time frame?
24	1 6	Add a comma between “2004” and “STA”
24	1 9	Correct the spelling of “co-ordinate”
24	3 3	Delete the comma between “ridesharing” and “and”
24	5 2-5	The second sentence beginning with “[A]ll projects must have ...” is unclear
25	1 2	Add a comma between “(or will exist)” and “which”
25	2 3	Add a hyphen between “on” and “time”
25	9 5	The last sentence is unclear
26	2 3	Delete the comma between “sources” and “and”
29	1 6	What does the word “split” mean?
30	1 1	What does the term “split” mean
30		“2.0”
31	4 6	Delete the comma between “County” and “as well”
32	2	Is Table 3 necessary? If so, the text should refer to the table number. There is no Table 2.
35	4	Add commas after “maps” and “storage”

35	6	2	Delete the space between "park-" and "and"
35	8	12	Change to "companies' programs and"
36	1		There is no reference to Table 4 in the text
36	3	1-2	Change from "database, which" to "database that"
36	3	5	Change from "vehicle, which" to "vehicle that"
37	Last bullet		Why is this a separate bullet?
38	1		This paragraph does not flow
39	2	3	Delete the comma between "mode" and "and"
40	8	6	What does "imminent" mean?
41	2		A table of survey results might be provide additional information
41+			Should headings beginning with "Ridesharer Characteristics" display in different format since they are subordinate to "Factors Influencing Commute Ridesharing"?
42	1	7-8	What does the phrase "mode choice of destinations" mean?
42	1	14	Add an "s" to "car"
42	2	5	Add an "s" to "car"
42	3	1	Delete the comma between "tolls" and "if"
43	1	2	Paragraph refers to Table 4 and the subsequent table is 5
44	2	9	What is "signing"?
44	2	13-14	What information is available at the EDF web site? Why is it significant?
44	3	2	Change from "service, which" to "service that"
44	3 & 4		Combine the paragraphs
44	4	5	Add a comma between "locations" and "where"
45	1	3	What is "TTS"?
45	1	9	Figure 1?
49	2	5	Delete the comma between "annually" and "or"
58	2	3	Delete the comma between "residents" and "and"
59	1	6	Delete the comma between "connections" and "to"
59	3	8-9	Delete the comma between "other and "and"
61	1st full paragraph		Reference to figure "#"

Wording

<u>Page</u>	<u>Paragraph & Line</u>		<u>Comment</u>
1	3	1	Replace "also begins to explore the various" with "explores"
11	2	4	Replace "protected" with "protects"
11	3	10-11	What does "more nuanced views of unchecked growth" mean?
12	1	2	What does the word "major" mean in this case?
24	5	1	Replace "through" with "to"
24	5	5	Start a new paragraph with the last sentence, "The first tier ..."
38	3	1	Change from "Advising" to "Advice to"
38	4	1	Delete "Offering"

39	7	1	Delete "such as community events"
64	1	1	Add "Solano County" before "Pedestrian Plan"
64	1	3 & 4	Why are "connections" and "places" in italics?
64	1	5	Remove quotes around Walking
64	2	1	Change from "is intended to identify" to "identifies"

Minor

<u>Page</u>	<u>Paragraph & Line</u>		<u>Comment</u>
9	4	1	Change "And" to lower case
9	7	8	Drop the word "dollars" since the text includes \$
10	2	1	Drop the word "of" between "November" and "2000"
11	1	2 & 3	STA and CTP have already been spelled out
12	2	3	Double periods
12			Orphaned underlined subheading "Smart Growth ..." without a second subheading
16	3	3-4	Is the parenthetical content (e.g., the Baby Boomers) necessary?
23	2	bullets	Move bullets to the left to match others
26	4	3	Spell out the numerals "3" and "5"
26	1	8	Replace the "/" with the word "and"
26	2	2-3	Drop the phrase that begins with "of which there are many ..."
31	3	1	Does "Rideshare Agency" need to be capitalized?
31	4	2	Is the use of the term "organization" necessary?
31	4	8	Does "Work Programs" need to be capitalized?
32	3	10	Spell out the numeral 6 as in six-year
34	Last bullet		Does "Commute Consultants" need to be capitalized?
38	7	1	Is "sometimes held in the Bay Area" necessary?
40	5	2	Change from "employers. Social" to "employers, social"
40	7	2	Drop the extra spaces
40	7	6	Change from "'90s" to "1990s"
40	8	1	Should "regional rideshare" be capitalized?
41	1	1-3	Drop the questions at the beginning of the paragraph.

General Comments

Commas There is an inconsistency in the use of the comma when listing three or more items. Sometimes the comma is included before the word "and" and at other times it is omitted.

Percentages There is an inconsistency in spelling out the term "percentage." It should be spelled out in text rather than using the percentage symbol (%).

Semicolons There seems to be an inconsistent use of semicolons; e.g., the bullets and the numbered list on page 30.

Hyphens Park-and-ride has not been consistently hyphenated as in paragraph one on page 41. Hyphenate Bike-to-Work in all occurrences.

I have the following comments on the Comprehensive Transportation Plan:

Arterials, Highways and Freeways element

Page 5 - 7) It is not clear to me what role major collectors play. Only a few are listed. It should be clarified that only certain roads have been selected, and that the list on page 7 is only partial. I would also add Pleasants Valley Road and Suisun Valley Road as routes of regional significance, since they are major routes connecting Solano County to Napa County and Yolo County.

Page 9) Please add "Safety improvements to Pleasants Valley Road and Suisun Valley Road" to Solano County's needs.

Page 18, first paragraph) The discussion of maintenance should also refer to the use of slurry seals and chip seals.

Page 18, fourth paragraph) The first sentence is garbled, and needs to be corrected.

Page 21) County fees range from \$5,613 to \$5,714 per unit.

Page 33) Insert "to four lanes" after "Widen Peabody Road". Insert "deficient" after rehabilitate existing".

Transit element

Page 15) I suggest references to "Economic Justice" be replaced with "Economic Considerations".

Table 1) Delete Solano County's reference to Local Bus. Put an "F" or some other symbol for Solano County under Intercity Bus and Paratransit to indicate that the County participates in funding those activities.

Page 32) Delete "Fixed routes in unincorporated area" under Solano County.

Page 43, Operating Costs, second paragraph) Mention that Solano County contributed \$25,000 in FY 04-05 to help subsidize the operations of BARTLink (Routes 85/90/91).

Page 46) The table for Benicia Transit is in the wrong location.

Page 48, Operating Cost Projections, first paragraph) Mention that Solano County contributed over \$35,000 in FY 04-05 to help subsidize the operations of Routes 20, 30 and 40.

Page 85, third paragraph) Solano County's funding support for paratransit should be mentioned.

Page 91) I believe the 379 lot Park and Ride lot in Vallejo is at the southwest corner of Curtola and Lemon, while the 64 lot Park and Ride lot in Vallejo is at the southeast corner.

Alternative Modes element

Table 1) Delete the guaranteed ride home employee program. Add the Vacaville-Dixon Bike Route and the Fulton Avenue sidewalk in unincorporated Vallejo. Add the word "Town" between Old and Cordelia.

Page 9) There should be mention that Prop 42 funds have been suspended since FY 02-03, and will likely continue to be suspended for several more years.

Page 10) Solano County's Old Town Cordelia improvement project should be listed as a TLC project receiving planning grant funding.

Page 21) There should be a paragraph on Solano County's Old Town Cordelia improvement project.

Page 60) The Dixon to Davis Bike Route should be listed as a Solano County project. Also, take out the references to the different phases. Under the bridge replacement discussion, insert the word "been" before "replaced". Also add the "Vacaville-Dixon Bike Route (Solano County)" to the list of specific recommendations for future project.

Page 67) Add the Old Town Cordelia improvement project (Solano County) and the Fulton Avenue Sidewalk in unincorporated Vallejo (Solano County) to the list of projects.

Page 70) If the Jepson Parkway is to be shown as a regional pedestrian route, then the Dixon-Davis Bike Route and the proposed Vacaville – Dixon Bike Route should also be shown. Also, there are two routes shown that I am not aware of: the one along I-80 just west of I-680, and the one north of Lake Herman Road north of Benicia. What are these?

Paul Wiese
Solano County
February 11, 2005
05026.doc

**Solano County
Comprehensive Transportation Plan
Draft January 2005**

Comments

1. **Executive Summary, Vision of the CTP 2030, Page i.**
Comment: "Enhance Safety" is mentioned in the CTP Vision Statement, but isn't carried forward into the Arterials, Highways & Freeways Element in its Goals & Objectives. This despite the fact that many of the recommended improvements in various corridors are safety-related. A Travel Safety Program is mentioned on page 20, but the link to the Arterials, Highways & Freeways Element is not clear.
2. **Arterials, Highways and Freeways Element, Traffic Management Program, Page 19.**
Comment: Caltrans appreciates that STA recognizes the need for ITS and other traffic management systems as well as STA's recommendation to develop a Countywide Traffic Management Plan to implement that Vision. This is an area where Caltrans would be strongly supportive of working with STA. The STA's Traffic Management Program description should note that such a Plan would be developed to complement the Bay Area ITS Regional Architecture completed by MTC last October.
3. **Arterials, Highways and Freeways Element, Systems Performance Measures, Page 26.**
Comment: The language here acknowledges the intent of performance measures to gauge effectiveness of projects, policies and programs linked to STA's goals and objectives. Is it the intention of STA to eventually link CTP goals and objectives to performance measures? Or only if McPeak's 2004 effort yields some level of statewide consensus?
4. **Transit Element, Goals and Objectives, Objective E – Environmental Justice, Page 15.**
Comment: Suggest providing statements on community involvement including minority and low to moderate-income populations in Solano County.
5. **Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.**
Comment: Suggest adding bullets/text for paratransit services to other medical related facilities such as rehabilitation centers, Traumatic Brain Injury (TBI) support groups, etc.
6. **Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.**
Comment: There is no mention of costs or funding sources needed to deliver the Recommended Plan.

The Caltrans, District 4 Office of System and Regional Planning appreciates the opportunity to review and comment on the Draft Solano County Comprehensive Transportation Plan.

Please send any questions and/or responses to these comments to:

Cameron Oakes
 Caltrans, District 4
 Office of System and Regional Planning
 111 Grand Avenue/P.O. Box 23660
 Oakland, CA 94623-0660

Fair and Safe Traffic Solutions

A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities

Sensible Transportation Platform for Solano County

Solano County's traffic problems get worse every year. Job creation has not kept pace with housing development, and so many residents make long daily commutes to distant jobs. We have not adequately invested in a coordinated transportation system to handle today's needs and those of future generations. We need a comprehensive transportation plan that coordinates land use planning with our investments in transportation.

Fair and Safe Traffic Solutions are eager to support a transportation sales tax that will accomplish the following:

1. Fix the interchange

The first funding priority should be to unscramble and expand the I-80/I-680/SR-12 interchange, including ways to make sure carpools and public transit can move easily through the interchange.

2. Repair existing roads

Existing roads have fallen into disrepair countywide. The cost of fixing our roads is rising, while gas tax revenues to repair them are diminishing. We must protect our investment in existing roads by raising the funds to fix our potholes and repave our local streets.

3. Plan for the future

As a community we should identify future growth opportunities and clearly designate where growth is and is not appropriate. Traffic will only get worse unless we plan well for accommodating future growth. Only cities that are doing their part to reduce traffic should get their share of our transportation dollars. Transportation funding should be linked to land use planning by conditioning "return to source" funding on the following:

- Establishment of and compliance with a county-wide Urban Limit Line
- Renewal of Solano County's Orderly Growth Initiative
- Implementation of a development mitigation program
- Participation in a cooperative planning program to reduce total vehicle miles traveled

4. Improve health and mobility

Solano County has the highest asthma rate in the Bay Area, affecting thousands of children and elderly citizens. Vehicle emissions and dust kicked up by vehicles are the number one cause of asthma. The most cost-effective way to reduce vehicle emissions—and address the asthma epidemic—is to encourage public transit and reduce car dependence. We can do this by improving ferry, train, and express bus service for commuters, and expanding transit opportunities for the elderly, the disabled, children, and others who cannot drive. We can also encourage public transit by establishing Transportation for Livable Communities (TLC) programs. TLC programs provide funding for downtown and neighborhood revitalization projects that enhance transit facilities and increase transit accessibility. Another way to reduce vehicle emissions is to reduce the number of cars on the road by encouraging carpooling. We can encourage carpooling by funding park and ride lots and creating high occupancy vehicle lanes on Solano County highways.

Fair and Safe Traffic Solutions

A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities

An improved and expanded public transit network, effective TLC programs, and a network of HOV lanes will make Solano County's transit system viable and accessible for all its residents, while reducing the threat of asthma. A balanced transportation system will benefit our seniors and children most of all.

5. Improve safety

Twenty percent of the people who die in traffic accidents are pedestrians. We are not spending nearly enough to make the streets safe for pedestrians. We must improve safety, not only on major highways, but also on local streets within our communities. We need to ensure that children have safe routes to schools and that Solano's streets are safe for everyone.

6. Ensure protection for farms and natural areas

The sales tax plan should ensure that all highway projects are accompanied by conservation measures that protect farmland and provide open space mitigation.

Sensible Transportation Platform supporters include:

Barbara Kondylis, Chair of the Solano County Board of Supervisors

Duane Kromm, Solano County Board of Supervisors

Karin MacMillan, Mayor of Fairfield

Marilyn Farley, Fairfield City Council

Elizabeth Patterson, Vice-Mayor of Benicia

Dan Smith, Benicia City Council

Tom Campbell, Benicia City Council

Gary Cloutier, Vallejo City Council

Ernest Kimme, Chair of Solano County Orderly Growth Committee

Kenn Browne, Chair of Solano Group Sierra Club

Jeff Hobson, Policy Director at Transportation and Land Use Coalition

Brent Schoradt, Greenbelt Alliance

Bob Berman, Greenbelt Alliance

ATTACHMENT I

Mark D. Hall
1855 Olympic Boulevard, Suite 250
Walnut Creek, California 94596

April 29, 2005

Board of Directors
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

To the STA Board of Directors:

I am writing to comment on the Draft Comprehensive Transportation Plan 2030 Elements (CTP). I understand from your website that comments from the public will be accepted during the 30 day review period ending April 29, 2005.

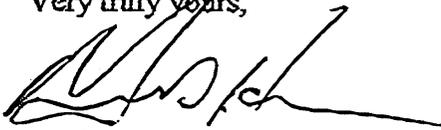
Please consider the following observations as you prepare the final version of the plan:

1. The Fairfield General Plan proposes to concentrate jobs and housing into two high-density, transit-oriented developments (TOD) around rail stations in its northeast and downtown areas. Even supporters agree TOD does not dramatically reduce auto use, yet density around the transit node must be very high to make it work. The CTP should make clear how the increased local congestion will be handled so that neighborhood traffic concerns do not prevent their development.
2. Because Fairfield's General Plan directs most new housing to the northeast and downtown growth areas, many future residents will use east-west routes such as Manuel Campos Parkway, Air Base Parkway, Travis Boulevard, West Texas Street, and SR 12 to reach I-80, and then travel along the congested I-80 corridor through central Fairfield to reach shopping and employment. The CTP should describe the expected traffic impacts on these arterials and I-80 and explain how they will be mitigated by planned projects.
3. One of the most effective ways to reduce traffic on the east-west arterials (and on I-80) would be to link the Jepson Parkway to the proposed South Parkway. This would give the thousands of new employees and residents of northeast and downtown Fairfield easy access to and from I-680. Completing this long-envisioned reliever route will reduce local travel on the interstate, improve access to Travis AFB, and prevent diversion into Cordelia neighborhoods. The CTP should state clearly whether it intends to complete the reliever route in this way.
4. Although the CTP mentions the South Parkway while discussing the I-80/I-680/SR 12 interchange improvements, it does not state clearly that it is a planned project. Nor is it included on the list of "Needs of Regional Significance by Jurisdiction," despite the fact that building a southern bypass as an alternative to widening Cordelia Road is a General Plan policy. The South Parkway is a key component of the central Solano arterial system and a project that can do more at less cost and sooner than almost any other project to stop diversion and relieve congestion. The CTP should

- clarify whether or not it will be included on any future Traffic Relief Plan (CTEP) put before county voters, and be included on MTC's RTP to make it eligible for funding.
5. Building the North Connector before making interchange and corridor improvements will cause frustrated northbound I-680 commuters to divert at Gold Hill Road, then follow Lopes Road and Green Valley Road to the North Connector when the interchange is congested. Building the South Parkway before or instead of the North Connector would prevent this. The CTP should propose the South Parkway as a separately phased project that can be pursued independently of interchange improvements and prior to any North Connector improvements. The CTP should make clear the relative merits of the two bypass routes and why they have been sequenced as they are.
 6. Given the enormous funding shortfall, and support for the idea from Governor Schwarzenegger and the Secretary of Business, Transportation and Housing Sumne Wright McPeak, it is surprising that the CTP does not encourage or even mention innovative public-private partnerships for funding local and even regional projects (beyond mandatory impact fees) and suggest how such partnerships might work. Also related to funding, the CTP should properly set the public's expectations regarding matching funds. While the average citizen might assume "matching" means one-for-one, experience in other counties shows a dollar of local funding is likely to be matched by only 50 cents in state and federal monies.

I appreciate the opportunity to remark on the draft transportation plan and thank you for considering my comments. I hope they will help you develop the strongest plan possible for Solano County citizens.

Very truly yours,



Mark D. Hall
Solano County Property Owner



DATE: May 2, 2005
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Transit Consolidation Study Preliminary Scope of Work

Background:

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and ADA paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions. Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed.

Evaluating the benefits and options for transit consolidation was a topic on the recent STA Board Retreat agenda. The item was thoroughly discussed by Board members who expressed interest in transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

The Board also gave suggestions and direction pertaining to the process and scope of work for the study. This included evaluating full consolidation of all transit services with options to peel off specific or local services, an option with no changes to existing services, and providing the flexibility for local agencies to opt in or opt out of a recommended consolidation of transit service.

In March, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (Attachment A).

Discussion:

Using the Board approved goals, objectives and evaluation criteria, a draft scope of work has been prepared. This was reviewed by the Consortium and TAC. A few comments were received and have been incorporated in the attached draft. The scope of work is being presented for the Board's review and approval.

Fiscal Impact:

This study will be funded with \$75,000 of STAF funds that have been allocated for this purpose in FY 2004-05 and FY 2005-06.

Recommendations:

- 1) Approve the preliminary scope of work for a Transit Consolidation Study; and
- 2) Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed \$75,000.

Attachment:

- A. Goals and Criteria for Solano Transit Consolidation
- B. Preliminary Draft Scope of Work

SOLANO TRANSPORTATION AUTHORITY

TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

- All public transit services – local and inter-city fixed route services, local and inter-city paratransit transit , Dial-A-Ride

Potential Goals of Consolidation:

- To streamline transit service, simplifying and improving access to transit use for riders
- To achieve service efficiencies and economies
- To provide a central focus on transit service for the County
- To create a robust transit service to meet the growing transit needs of the County

Potential Criteria for Evaluating Consolidation Options:

- Cost effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance -- Accountability to the public and the community
- Streamline decision-making
- Ridership and productivity impacts
- Service coordination
- Recognize local community needs and priorities
- Protect local transit service as requested by local jurisdictionFlexibility to meet changing needs
- Capacity to deliver new service while maintaining existing service
- Ability to leverage additional funding
- Implementation needs/requirements (e.g., legal, financial)

Solano Transit Consolidation Study Preliminary Draft Scope of Work

Introduction:

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its SolanoLinks Transit Consortium, coordinates various fixed route and Solano Paratransit services.

Background:

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions. Over the past several years, the issue of consolidating some of all of the services has been discussed and proposed.

The STA Board has expressed interest in transit service becoming more convenient through a seamless systems, that there would be a reasonable level of service through the county, and local transit issues and needs would be addressed. In March 2005 the STA Board gave direction to initiate a countywide Transit Consolidation Study.

Draft Work Tasks

Transit Operators' Input

Interview transit operators/cities throughout Solano County and STA staff to review current existing fixed-route and paratransit public transit services in Solano County, services funded by transit funds, transit planning documents and issues of concern relating to consolidation. Compile, contrast and compare the following among the various services:

- a. Service area and characteristics
- b. Governance structures, resources, and responsibilities
- c. Costs: Operating and capital
- d. Funding sources and obligations
- e. Financial and operational performance

Public Official and Public Input

Maintain a high level of communication with public officials to understand and incorporate their interests, concerns, and direction. Collect and incorporate the interests of the public.

- a. Collect and identify initial transit consolidation needs and concerns from public officials and the public
- b. Make presentations to 10 public input meetings including City Council and Board of Supervisors Board meetings as well as public workshops throughout the county. Collect public input through other means as needed.
- c. Meet with the Transit Subcommittee/Steering Committee at least four times.
- d. Meet with the Intercity Transit Consortium at least four times.

Transit Funding Partners' Input

Confer with key partner and funding agencies to identify potential issues, procedures, and concerns; including the Metropolitan Transportation Commission (MTC), Caltrans, Federal Transit Administration (FTA), Water Transit Authority (WTA), and others.

Develop and Evaluate Alternatives

Identify and present a variety of organizational models and governing structures for the consolidation of Solano County's transit services including, but not limited to the following: existing conditions, full consolidation, and alternatives for an "opt out" option by local jurisdictions or services they prefer to continue to operate.

- a. Evaluate service models using the criteria established by the STA Board:
 - a. Cost Effectiveness
 - b. Efficient use of resources – equipment, facilities, personnel
 - c. Service efficiency
 - d. Improved governance – accountability to the public and the community
 - e. Streamline decision-making
 - f. Ridership and productivity impacts
 - g. Service coordination
 - h. Recognize local community needs and priorities
 - i. Protect local transit service as determined by local jurisdictions
 - j. Flexibility to meet changing needs
 - k. Capacity to deliver new service while maintaining existing service
 - l. Ability to leverage additional funding
 - m. Implementation needs/requirements (e.g. legal, financial)

Build Consensus toward a Preferred Alternative

Work with public officials, transit staff, and the public to develop consensus on a preferred alternative.

- a. Present a range of alternatives and recommend a preferred alternative(s) to transit staff for their review and input.

- b. Present a range of alternatives and recommend a preferred alternative(s), along with transit staff input, to Transit Consortium and Transit Committee/Steering Committee.
- c. Make presentations to 10 public input meetings including City Council and Board of Supervisors Board meetings as well as public workshops throughout the county. Collect public input through other means as needed.

Develop Implementation Plan, Cost Estimate, and Funding Plan for Preferred Alternative

Advance the preferred alternative by developing and recommending operational, financial, and governance implementation plans.

- a. Develop a detailed implementation plan and potential phasing of consolidated services.
- b. Develop cost estimates for capital and operating.
- c. Recommend a funding plan from available and proposed funding sources
- d. Recommend timelines and necessary agreements needed to implement.



DATE: April 29, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – May 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 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities. On February 7, 2005, members of the STA Board's Executive Committee traveled to Sacramento to meet with Solano County's State Legislative representatives. On February 9, 2005, the STA Board unanimously adopted positions of support for the following two state legislative bills:

1. ACA 4 (Plescia and Harman) – Proposes to eliminate the legislative authority to suspend Proposition 42 funds due to a fiscal emergency.
2. ACA 7 (Nation) – Proposes to lower the voting threshold for passing local option sales taxes from 66.7% to 55%.

Discussion:

April is the time when the Legislature begins the daunting task of considering the many bills introduced (over 2,000). STA is responsible for watching legislative activity closely, as positions are still in the formulative stages. A current Legislative Matrix is included as Attachment E.

STA staff has recently analyzed the following bills:

ACA 10 (Nunez). The introduction of this transportation investment fund bill by the Speaker of the House is a strong indication of Assembly democrats' desire to make preservation of Proposition 42 funds a top priority in 2005. The Speaker and his staff are still developing the details of this proposal.

ACA 10 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

- *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

ACA 11 (Oropeza). This transportation fund loan bill would put specific limits in place for the suspension of Proposition 42 funds by the Legislature and the Governor. This is a bill to watch as it develops.

ACA 11 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

- *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

SB 44 (Kehoe). This bill proposes amending the Government Code relating to General Plans. It is basically a statewide expansion of AB 170 (Reyes, 2003) which previously amended the Government Code to mandate that cities and counties in the San Joaquin Valley Air Pollution Control District must amend the relevant elements of their general plans to attempt to improve air quality. Air Quality Districts do not receive any expanded regulatory powers from this bill. The bill leaves much discretion in the hands of the cities and counties as to how aggressive they wish to pursue air quality improvement through land use planning. It will also require an enormous amount of cooperation between city and county planners, congestion management agencies, and air quality districts.

SB 44 is addressed by the STA 2005 Legislative Priorities and Platform Section I, Item 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.*

SB 172 (Torlakson). This bill to change toll bridge seismic retrofit reporting requirements would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.

While SB 172 is not directly addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 6 states:

- *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.*

SB 1024 (Perata). This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.

While SB 1024 is not directly addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 6 states:

- *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.*

Submitted for your information as Attachment G is correspondence regarding Capital Corridor Joint Powers Authority's proposed positions on various State and Federal legislation.

On April 27, 2005, the SolanoLinks Transit Consortium and the STA Technical Advisory Committee unanimously approved a Watch position on ACA 10, ACA 11, SB 172 and SB 1024; and forwarding SB 44 to cities and counties to request comments.

Recommendation:

Approve the following positions:

1. ACA 10: Watch
2. ACA 11: Watch
3. SB 44: Forward to cities and counties to request comments
4. SB 172: Watch
5. SB 1024: Watch

Attachments:

- A. Analysis of ACA 10
- B. Analysis of ACA 11
- C. Analysis of SB 44
- D. Analysis of SB 172 and SB 1024
- E. Legislative Matrix, May 2005
- F. STA's 2005 Legislative Priorities and Platform
- G. CCJPA Proposed Legislative Positions

Copies of the attachments can be provided upon your request by contacting the STA.



DATE: April 28, 2005
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant
RE: Initiation of Safe Routes to Schools Study / Solano Travel Safety Plan, Phase 2

Background:

The original Solano Travel Safety Plan was completed by the STA in December 1998 and identified the 40 local intersections in Solano County with the highest accident rates (per million vehicles entering intersection). The Solano Travel Safety Plan also evaluated the accident rates on freeway segments in Solano County and pedestrian and bicycle accident data.

The 1998 Solano Travel Safety Plan provided a valuable tool for identifying safety projects and programs in Solano County and recommended funding strategies for specific projects and programs based upon the criteria for applicable funding sources. The Travel Safety Plan has been used to identify projects for Federal STP/CMAQ funds, State Highway Operations and Protection Program (SHOPP) funds and Hazard Elimination System (HES) funds.

Discussion:

2005 Solano Travel Safety Plan, Phase 1:

In October 2004, the STA awarded Korve Engineering with a contract to update the 1998 Travel Safety Plan. STA and the consultant has worked with city and county public works staffs, police and sheriffs departments, the California Highway Patrol (CHP), and Caltrans to collect accident data for Solano County's local streets and highways.

Based on the accident data collected, the draft Safety Plan identified an updated list of the "top 40" most hazardous intersections/locations in the county (Attachment A). The most hazardous intersection in Solano County is the Sonoma/Marine World Parkway intersection in Vallejo, with 1.71 accidents per million entering vehicles. Eight of the top 10 most hazardous intersections in the county are located in the City of Vallejo.

The Travel Safety Plan also divides the Solano County freeway system into 13 segments for analysis. The plan ranked the 13 segments in order of accident rate (per million entering vehicles), shown in Attachment B. The SR 12 segment between I-80 and Walters Road ranked first with 1.45 accidents per million entering vehicles. This segment was also identified as the most unsafe highway segment in the 1998 Travel Safety Plan.

The consultant is waiting to receive information from Rio Vista, Vacaville, and Caltrans to complete the Travel Safety Plan, Phase 1. STA is accepting comments on the Draft Travel Safety Plan from the local jurisdictions until May 13. Phase 1 of the updated Travel Safety Plan will be presented to the TAC and the Arterials, Highways, and Freeways subcommittee on May 26, 2005, and to the STA Board on June 8, 2005 for approval.

Safe Routes to Schools (SR2S) Study / Solano Travel Safety Plan, Phase 2:

STA staff is recommending the expansion of the Solano Travel Safety Plan through the initiation of a Phase 2 – Safe Routes to School Study. Phase 2 of the Travel Safety Plan will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvement and safety projects specifically eligible for the Safe Routes to Schools Program (SR2S). This program is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects include capital improvement projects as well as education, enforcement and encouragement activities that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs. The program dedicates funding for six categories of projects:

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

Staff recommends releasing a “Request for Proposals” (RFP) to conduct the Safe Routes to Schools Study. The consultant will be responsible for identifying potential SR2S candidate projects for each jurisdiction by using information from the city and county public works departments and existing plans, such as the Travel Safety Plan, the Countywide Bicycle Plan and the Countywide Pedestrian Plan. The study will also include an extensive outreach effort to the various law enforcement agencies, local school districts, and other involved interest and user groups for input on identifying and developing potential SR2S improvement projects.

On April 27, 2005, the STA TAC and Consortium reviewed the proposal and recommended a Safe Routes to Transit component also be added. Both committees supported the release of an RFP for the Travel Safety Plan, Phase 2 with inclusion of a Safe Route to Transit component.

Fiscal Impact:

The study and consultant services are estimated to cost \$50,000. An amount of \$50,000 is available to complete Phase 2 of the Travel Safety Plan (\$40,000 from Federal STP-Planning funds and \$10,000 in STAF).

Recommendation:

Authorize the Executive Director to release a “Request for Proposals” to conduct the Safe Routes to Schools Study / Solano Travel Safety Plan Phase 2 including a Safe Routes to Transit component for an amount not to exceed \$50,000.

Attachment:

- A. Draft Travel Safety Plan Phase 1
- B. Preliminary Scope of Work for Safe Routes to Schools (SR2S) Study / Solano Travel Safety Plan, Phase 2

DRAFT SOLANO TRAVEL SAFETY PLAN

ENGINEERING

ENFORCEMENT

EDUCATION

APRIL 25, 2005



Solano Transportation Authority



ACKNOWLEDGEMENTS

Solano Transportation Authority:

Mike Duncan – STA
Dan Christians – STA
Jennifer Tongson – STA

Contacts:

City of Benicia – Dan Schiada
City of Dixon – Jason Riley
City of Fairfield – Trudy Ball
City of Rio Vista – Felix Ajayi
City of Suisun City – Lee Evans
City of Vacaville – Gian Aggarwal
City of Vallejo – Theresa Peterson
Solano County – Paul Wiese
Caltrans – John McKenzie
California Highway Patrol – Michael Lowry

Consultants:

Bill Burton – Korve Engineering
Geoff Rubendall – Korve Engineering

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1.0 INTRODUCTION

1.1 PURPOSE OF TRAVEL SAFETY PLAN

The purpose of the Solano Travel Safety Plan is to identify travel safety deficiencies in Solano County and to recommend a program of cost-effective travel safety programs and projects. The Safety Plan includes a funding strategy for each proposed program or project that addresses the criteria for the applicable funding sources.

In 1998, The Solano Transportation Authority (STA) led a Travel Safety Committee to report the safety related problems in Solano County. With help from Korve Engineering and Grandy & Associates, a Safety Plan was published. This report is an update of that project, with additional updated analysis of highway, local street and bicycle/pedestrian accident rates in the County.

This draft report requires the coordination of several cities and agencies in order to be completed. We are in the process of working with each jurisdiction to compile this data to adequately identify the safety concerns of all drivers, pedestrians and bicyclists on Solano County roads and highways.

1.2 TRAVEL SAFETY PLAN PROCESS

The Travel Safety Plan was developed through the cooperative efforts of the Solano Transportation Authority and Korve Engineering with the help of the following agencies and jurisdictions:

- Solano County;
- Benicia;
- Dixon;
- Fairfield;
- Rio Vista;
- Suisun City;
- Vacaville;
- Vallejo;
- California Department of Transportation; and
- California Highway Patrol.

1.3 TRAVEL SAFETY PLAN FRAMEWORK

Traditional methods for addressing travel safety deficiencies involve education, engineering and/or enforcement programs. The opportunity to establish travel safety education programs at the county level is somewhat limited, as the state and local school districts typically address travel safety education for motorists. Several local school districts have developed joint programs (i.e. transportation, enforcement, and education professionals) to provide travel safety programs for school children. Engineering solutions for safety problems encompass a wide range of improvements including wider shoulders, guardrails, median barriers, traffic signal improvements, removal of obstacles, improved lighting, sidewalks, pedestrian crossing improvements, reconfiguration of roadways and intersections, rail safety improvements, etc. Enforcement programs address the primary factors in most accidents such as speeding, improper lane changes or turns, driving under the influence and improperly yielding the right-of-way.

2.0 EVALUATION OF TRAVEL SAFETY DATA

2.1 ACCIDENT DATA FOR LOCAL INTERSECTIONS

The following analysis of intersection accident data for the calendar years 1998 through 2003 and a portion of 2004 is based on a review of accident rates per million entering vehicles (MEV). Table 1 provides the total number of accidents at identified intersections for each of the calendar years and resulting average accident rate per MEV. Figure 1 shows the location of these intersections. The intersections are listed in descending order of their respective accident rates.

In order to select the study intersections, a letter was sent to each jurisdiction with the intersections included in the 1998 Report, and each jurisdiction was asked to add any intersections which have high accident volumes or were perceived as unsafe for vehicles, pedestrians, and/or bicycles.

An initial examination of the 44 intersections revealed that recent improvements had been installed at five intersections and funding is programmed for improvements at another two locations. A comprehensive assessment of the traffic accident data was performed for all 44 intersections to identify accident patterns.

At the time of the original plan produced in 1998, no intersections were identified in the Cities of Rio Vista or Vacaville. As a result of discussions between city officials and STA staff, a list of intersections in Vacaville and Rio Vista were added to the list of intersections to be evaluated. The following three intersections were suggested by Rio Vista staff to evaluate for safety concerns.

- Highway 12 / Church Road / Amerada Road;
- Highway 12 / Hillside Terrace; and
- Highway 12 / Virginia Drive.

The City of Vacaville Public Works staff recommended that the Vacaville intersections to be evaluated be based on SWITRS data. Korve Engineering requested SWITRS data from the CHP to determine locations in Vacaville with a high number of accidents. The following twelve intersections were selected for identification based on high occurrences of accidents. The accident rates for Rio Vista and Vacaville could not be calculated at this time because we have not yet received traffic volume information at all locations.

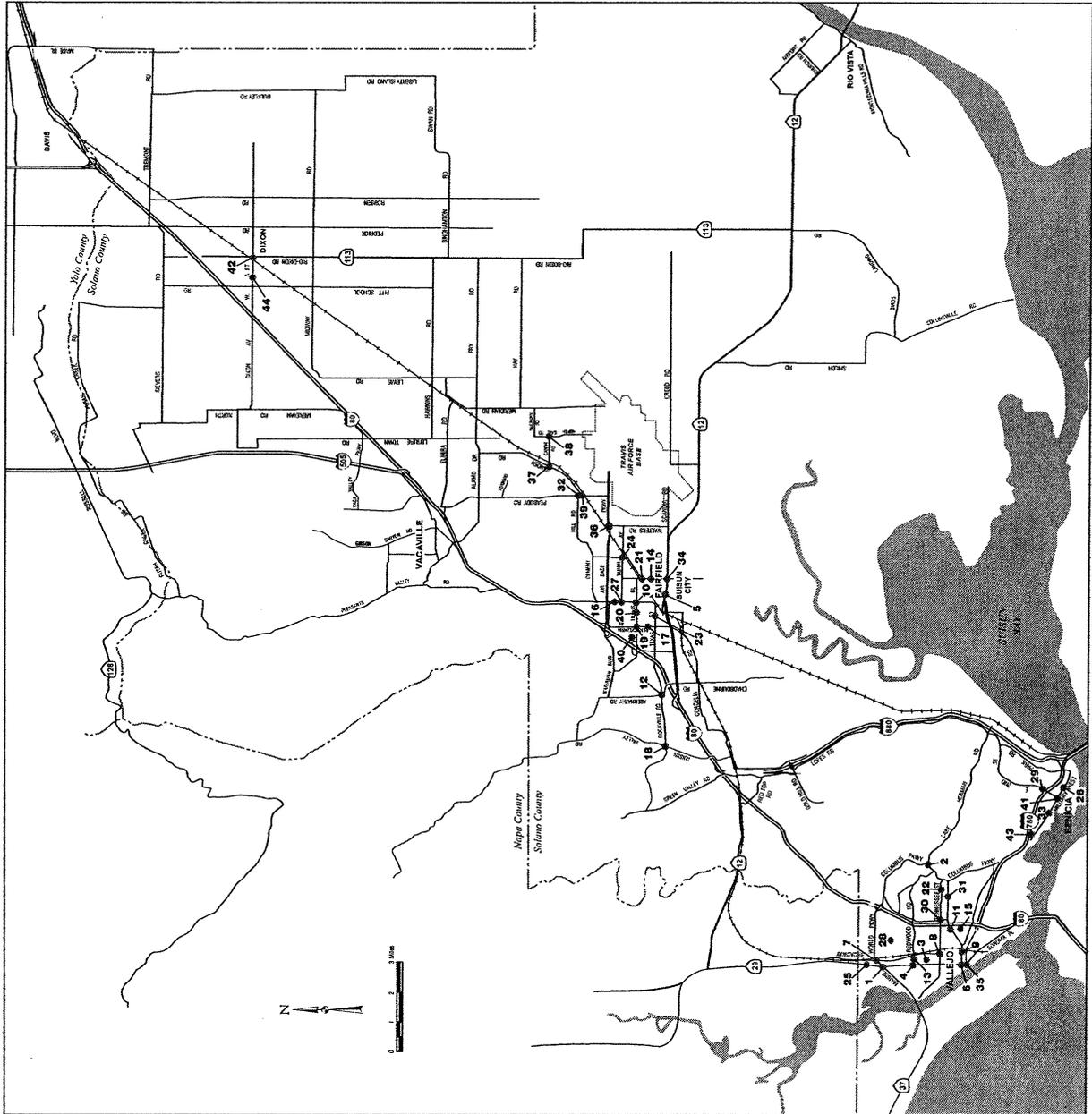
- Alamo Drive / Peabody Road;
- Alamo Drive / Merchant Street;
- Marshall / Peabody Road;
- Cliffside / Peabody Road;
- Allison Dr / E. Monte Vista Ave;
- Elmira Road / Nut Tree Road;
- Depot Street / Mason Street;
- Nut Tree Road / Ulatis Drive;
- Alamo Drive / Marshall Road;
- Alamo Drive / Alamo Lane;
- Alamo Drive / Mariposa Ave; and
- Alamo Drive / Nut Tree Road.

Table 1: Intersection Accident Rates

INTERSECTION	AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE ¹
1 Sonoma / Marine World	Vallejo	47	41	65	29	37	43	6	1.71
2 Columbus / Lake Herman	Vallejo	4	5	8	5	11	7	3	1.61
3 Couch / Valle Vista	Vallejo	6	6	8	5	6	8	0	1.54
4 Redwood / Sonoma	Vallejo	21	17	19	20	17	16	3	1.38
5 SR 12 / Marina	Suisun	10	16	19	31	19	14	11	1.36
6 Georgia / Sonoma	Vallejo	8	6	7	8	7	6	0	1.15
7 Broadway / Marine World	Vallejo	26	22	27	28	23	19	3	1.14
8 Broadway / Tennessee	Vallejo	9	14	10	14	11	9	1	1.14
9 Alameda / Georgia	Vallejo	5	5	2	2	3	12	1	1.08
10 Travis / North Texas	Fairfield	10	15	15	21	9	17	n/a	1.04
11 Mariposa / Solano	Vallejo	12	3	4	8	3	2	1	1.03
12 Rockville / Abernathy	Solano Co	n/a	2	3	8	5	3	7	1.02
13 Couch / Redwood	Vallejo	11	2	9	11	6	10	0	1.02
14 Pintail / Sunset	Suisun	10	10	5	4	6	12	3	1.01
15 Georgia / 14 th	Vallejo	7	6	5	4	3	7	0	0.99
16 Pacific / North Texas	Fairfield	8	9	17	7	16	12	n/a	0.97
17 Pennsylvania / Utah	Fairfield	7	6	17	4	5	0	n/a	0.93
18 Suisun Valley / Rockville	Solano Co	n/a	2	2	7	6	3	3	0.89
19 Travis / Pennsylvania	Fairfield	5	25	10	12	15	14	n/a	0.87
20 Union / Travis	Fairfield	7	2	15	9	7	15	n/a	0.83
21 Railroad / Sunset	Suisun	10	8	2	7	5	5	3	0.83
22 Oakwood / Tennessee	Vallejo	4	8	1	8	4	4	2	0.83
23 Texas / Jefferson	Fairfield	7	4	6	6	7	3	n/a	0.79
24 East Tabor / Clay Bank	Fairfield	6	3	9	4	7	7	n/a	0.78
25 Meadows / Sonoma	Vallejo	14	4	13	6	13	8	4	0.78
26 East 5th / Military East	Benicia	8	6	6	2	6	2	n/a	0.75
27 North Texas / East Tabor	Fairfield	14	8	10	12	17	4	n/a	0.74
28 Sereno / Tuolumne	Vallejo	10	7	4	3	6	6	2	0.74
29 East 2 nd / I-780	Benicia	12	6	11	5	7	4	n/a	0.73
30 Adm.Callaghan/Tennessee	Vallejo	5	10	4	4	5	3	1	0.70
31 Maple / Springs	Vallejo	4	9	4	4	3	4	1	0.61
32 Peabody / Cement Hill	Fairfield	5	1	12	1	2	6	n/a	0.58
33 Military West / West 7th	Benicia	4	5	5	3	4	5	n/a	0.57
34 SR 12 / Sunset	Suisun	5	11	8	8	5	12	0	0.56
35 Maine / Sonoma	Vallejo	3	1	5	3	2	7	0	0.56
36 Air Base / Walters	Fairfield	5	3	8	13	11	7	n/a	0.51
37 Vanden / Canon	Solano Co	n/a	2	1	1	0	3	3	0.47
38 Northgate / Canon	Solano Co	n/a	1	1	2	0	2	1	0.43
39 Peabody / Vanden	Fairfield	3	5	3	4	3	1	n/a	0.41
40 Gateway / Courtyard	Fairfield	2	6	1	2	4	2	n/a	0.38
41 East 2 nd / Military East	Benicia	10	3	0	3	7	2	n/a	0.31
42 West A St / N. Jackson	Dixon	0	0	0	3	0	2	n/a	0.22
43 Southampton / I-780	Benicia	1	5	3	2	1	0	n/a	0.21
44 West A St / N. Lincoln	Dixon	2	0	0	0	0	0	n/a	0.09

¹Accidents per million entering vehicles

NOTE: Vacaville and Rio Vista intersections to be added when all information is obtained



1. Sonoma Blvd (SR 29) / Marine World Pkwy (SR 37)
2. Columbus Pkwy / Lake Herman Rd
3. Couch Street / Valle Vista Avenue
4. Redwood Street / Sonoma Blvd (SR 29)
5. SR 12 / Marina Boulevard
6. Georgia Street / Sonoma Blvd (SR 29)
7. Broadway / Marine World Pkwy (SR 37)
8. Broadway / Tennessee Street
9. Alameda Street / Georgia Street
10. Travis Boulevard / North Texas Street
11. Mariposa Street / Solano Avenue
12. Rockville Road / Abernathy Road
13. Couch Street / Redwood Road
14. Pintail Drive / Sunset Avenue
15. Georgia Street / 14th Street
16. Pacific Avenue / North Texas Street
17. Pennsylvania Avenue / Utah Street
18. Suisun Valley Road / Rockville Road
19. Travis Boulevard / Pennsylvania Avenue
20. Union Avenue / Travis Boulevard
21. Railroad West Avenue / Sunset Avenue
22. Oakwood Avenue / Tennessee Street
23. Texas Street / Jefferson Street
24. East Tabor Avenue / Clay Bank Road
25. Meadows Drive / Sonoma Blvd (SR 29)
26. East 5th Street / Military East
27. North Texas Street / East Tabor Avenue
28. Sereno Drive / Tuolumne Street
29. East 2nd Street / I-780
30. Adm. Callaghan Lane / Tennessee Street
31. Maple Avenue / Springs Road
32. Peabody Road / Cement Hill Road
33. West 7th Street / Military West
34. SR 12 / Sunset Avenue
35. Maine Street / Sonoma Blvd (SR 29)
36. Air Base Parkway / Walters Road
37. Vanden Road / Canon Road
38. Northgate Road / Canon Road
39. Peabody Road / Vanden Road
40. Gateway Boulevard / The Courtyard
41. East 2nd Street / Military East
42. West A Street / North Jackson Street
43. Southampton Road / I-780
44. West A Street / North Lincoln Street

Figure 1
HIGH ACCIDENT LOCATIONS
 SOLANO TRAVEL SAFETY PLAN

2.2 ACCIDENT DATA FOR HIGHWAYS

The following analysis of freeway accident data for the calendar years 1998 through 2003 is based on a review of accident rates per million vehicle miles (MVM) for 13 freeway segments in Solano County. Table 2 provides the total number of accidents for each of the calendar years, the resulting average accident rate per MVM and the average statewide accident rates for each segment. Figure 2 shows the freeway segments that were studied. The segments are listed in descending order of their respective accident rates. The last column refers to the statewide average accident rate of highways with the same characteristics, such as number of lanes, average daily vehicles, etc.

Table 2: Freeway Accident Rates – Accidents per Million Vehicle Miles

ROUTE	SEGMENT	'98	'99	'00	'01	'02	'03	Accident Rate ¹	State Average Rate ²
SR-12	I-80 TO Walters Road	95	90	119	109	101	71	1.45	1.61
SR-12	Napa County Line to I-80	41	46	38	51	43	27	1.33	1.33
I-80	Carquinez Bridge to SR-37	231	222	349	387	396	303	1.28	1.04
SR-37	Sonoma County Line to I-80	125	129	162	156	140	114	0.93	1.24
SR-12	Walters Road to Rio Vista	72	59	64	88	92	77	0.86	0.96
I-80	Red Top to North Texas	250	296	417	524	625	497	0.86	0.93
SR-113	I-80 to SR-12	27	32	31	45	49	42	0.75	1.05
I-780	I-80 to I-680	83	60	84	108	116	92	0.74	0.92
I-80	SR-37 to Red Top	130	128	120	168	176	157	0.65	0.64
I-80	N. Texas to Alamo	105	115	116	149	186	148	0.58	0.81
I-680	Benicia Bridge to I-80	111	96	152	172	194	129	0.56	0.79
I-80	Alamo to SR-113	276	291	348	406	423	347	0.48	0.75
I-505	Yolo County Line to I-80	22	20	15	43	36	40	0.38	0.52

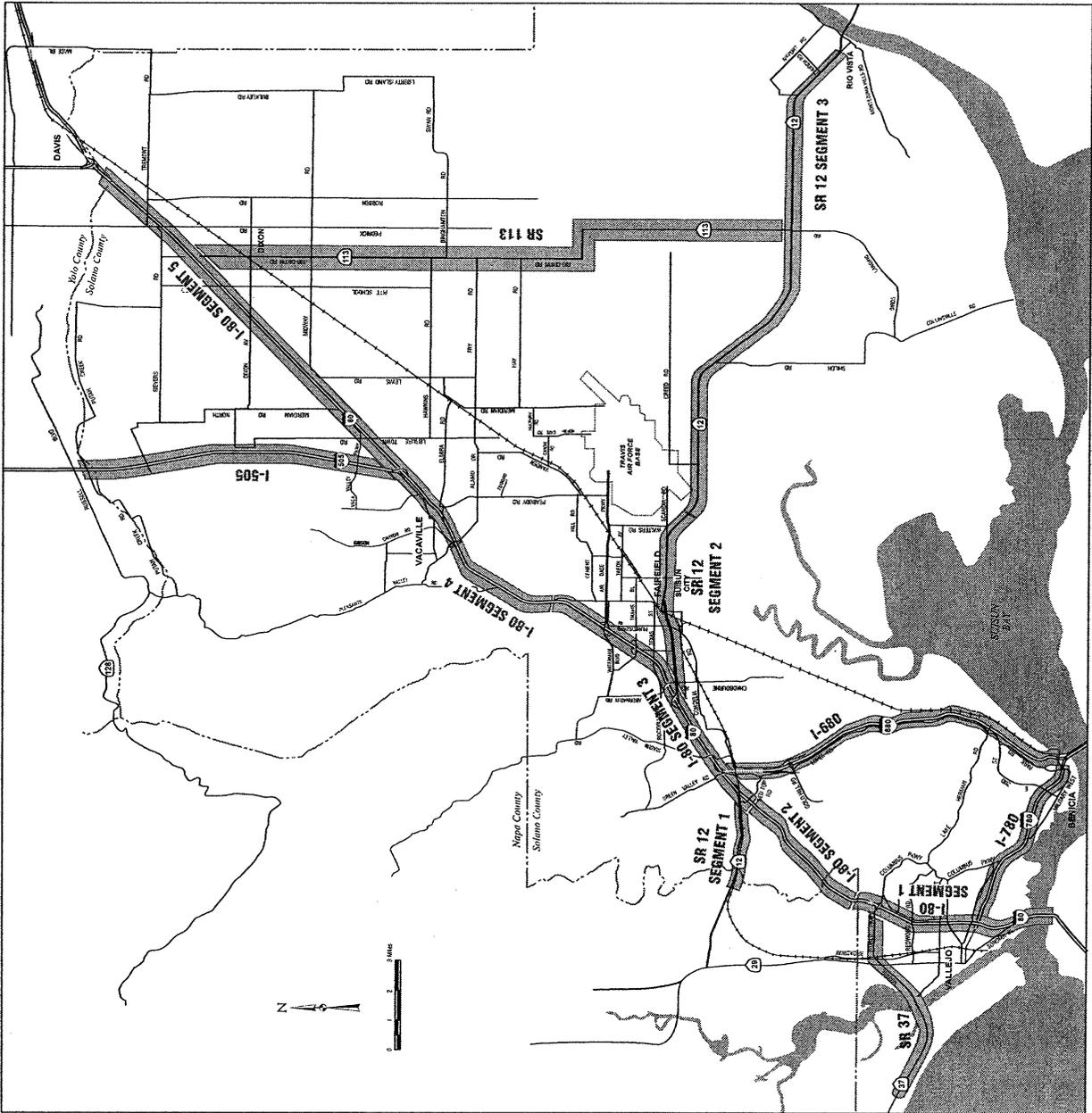
¹Accidents per million entering vehicles

²For similar facilities

A review of the freeway accident rates indicates that I-80 Segment 1 (Carquinez Bridge to SR 37) is the only freeway segment that experiences an average accident rate that is substantially higher than the average statewide accident rates for similar facility types.

The portion of I-80 between the Carquinez Bridge and SR 37 has experienced a general increase in accidents from calendar year 1998 to the present, with the exception of the 2003 calendar year. The I-80 Segment 1 average accident rate for 2003 was 1.28, which is approximately 23% higher than the statewide average of 1.04 for an urban multi-lane expressway. The primary accident types reported on this segment between 1998 and 2003 included rear end accidents (53%), sideswipe accidents (21%), and fixed object accidents (19%). Primary collision factors reported included unsafe speed (44%), improper turns (13%), and following too closely (8%).

All other segments analyzed were found to have lower than average accident rates when compared to other roadways in the state with a similar classification. The most common types of collisions were rear-ends and collisions with fixed objects. Table 3 summarizes the percentages of each type of accident for each segment. Types of accidents not included in Table 3 were head-on collisions and pedestrian-auto collisions due to the infrequency of both types.



Freeway Segments Ranked by Accident Rate

ROUTE (SEGMENT)	ACCIDENT RATE
1. SR 12 Segment 2 (I-80 to Walters Road)	1.45
2. SR 12 Segment 1 (Napa County Line to I-80)	1.33
3. I-80 Segment 1 (Carquinez Bridge to SR 37)	1.28
4. SR 37 (Sonoma County Line to I-80)	0.93
5. SR 12 Segment 3 (Walters Road to Rio Vista)	0.86
6. I-80 Segment 3 (Red Top Rd to N. Texas St)	0.86
7. SR 113 (I-80 to SR 12)	0.75
8. I-780 (I-80 to I-680)	0.74
9. I-80 Segment 2 (SR 37 to Red Top Rd)	0.65
10. I-80 Segment 4 (N. Texas St to Alamo Dr)	0.58
11. I-680 (Benicia Bridge to I-80)	0.56
12. I-80 Segment 5 (Alamo Dr to SR 113)	0.48
13. I-505 (Yolo County Line to I-80)	0.38

Figure 2
FREEWAY SEGMENTS
SOLANO TRAVEL SAFETY PLAN

Table 3: Types of Collisions

ROUTE	SEGMENT	Sideswipe	Rear End	Fixed Object
SR 12	Napa County Line to I-80	9%	46%	20%
SR 12	I-80 TO Walters Road	7%	65%	10%
SR 12	Walters Road to Rio Vista	11%	31%	25%
SR 37	Sonoma County Line to I-80	16%	42%	19%
I-80	Carquinez Bridge to SR 37	21%	53%	19%
I-80	SR 37 to Red Top	19%	27%	41%
I-80	Red Top to N. Texas	14%	61%	18%
I-80	N. Texas to Alamo	19%	34%	36%
I-80	Alamo to SR 113	15%	26%	47%
SR 113	I-80 to SR 12	9%	15%	30%
I-505	Yolo County Line to I-80	5%	18%	53%
I-680	Benicia Bridge to I-80	17%	35%	38%
I-780	I-80 to I-680	14%	26%	47%
Total for Solano County		16%	42%	29%

2.3 PEDESTRIAN AND BICYCLE ACCIDENT DATA

The following analysis of pedestrian and bicycle accident data for the calendar years 1998 through 2004 is based primarily on a review of accident rates by population. Table 4 provides a summary of the average number of accidents in each jurisdiction over the six-year period and the resulting average rate per 1,000 persons.

Table 4: Pedestrian and Bicycle Accident Rates – Yearly Average per 1,000 population

JURISDICTION	POPULATION	Pedestrian Accidents		Bicycle Accidents	
		Annual Average	Annual Rate	Annual Average	Annual Rate
Benicia	27,700	6.4	0.23	5.0	0.18
Dixon	16,100	3.3	0.20	3.7	0.23
Fairfield	96,200	37.3	0.36	39.2	0.38
Rio Vista	7,000	1.8	0.26	2.6	0.37
Solano County	19,700	1.8	0.09	2.7	0.14
Suisun City	27,250	6.9	0.25	4.0	0.15
Vacaville	88,600	13.0	0.15	22.3	0.25
Vallejo	115,000	47.2	0.41	35.2	0.31

In 2001, the Surface Transportation Policy Project (STPP) released a report on pedestrian safety that stated Solano County was the most dangerous county in California for pedestrians, based on 2000 Census “Journey to Work” Data. The study calculated a “Pedestrian Danger Index” based on the relationship between the incidence of pedestrian accidents and the percentage of people walking to work. The study cites efforts by communities around the country to implement pedestrian safety measures to reduce fatalities and injuries. This includes “traffic calming” measures, sidewalks, and pedestrian crossing measures.

In August of 1998, the STPP released a report on pedestrian safety that rated Solano County as the 10th most dangerous for pedestrians among 35 California counties with

populations more than 100,000. Therefore, this study has showed that since the first Safety Plan, Solano County has become more dangerous for pedestrians when compared to other California counties. In this same study, Vallejo was rated as the most dangerous city in California, and Fairfield was rated as the 26th most dangerous city in California for pedestrians.

3.0 RECOMMENDED SAFETY REMEDIATION MEASURES

3.1 ONGOING SAFETY PROGRAMS AND PROJECTS

A number of safety programs and projects have either been implemented or are planned for implementation in Solano County at the 44 study intersections. These programs provide a foundation for this Travel Safety Plan to build upon. A summary of the programs and projects is provided in this section. A complete list of safety related projects is included in an appendix.

Safety Improvements that were Recently Installed by Agencies:

Benicia

- East 2nd / I-780 – New traffic signal installed
- East 2nd / Military East – Traffic signal modifications
- Military West – Lighted crosswalk for Benicia H.S.

Dixon

- Pitt School Rd / A Street – Multi-way stop installed (1998)
- First / A Street – Traffic Signal installed (2004)

Fairfield

- East Tabor Avenue – Traffic calming radar speed display signs

Rio Vista

- SR12 / Hillside Terrace – Marked as a school crossing
- SR12 / Gardiner Way – In-ground lights were installed in the crosswalk

No projects reported by Suisun City, Vacaville, Vallejo, or Solano County.

Local Safety Improvements that are Funded but not yet Installed:

Benicia

- Military West – Traffic signal installation at Benicia H.S. (design underway)
- First Street – Streetscape and parking improvements (design underway)

Fairfield

- Travis / Union – Additional free right turn, NB Union to EB Travis

No projects reported by Dixon, Rio Vista, Suisun City, Vacaville, Vallejo, or Solano County.

Caltran's Safety Improvements and Programs

Waiting on a list from Nicolas Endrawos nicolas_endrawos@dot.ca.gov (510)-286-5123

Ongoing CHP Enforcement Programs:

The California Highway patrol has various programs and plans to encourage safe driving on California's highways. The CHP writes press releases each month focusing on the following topics:

- Safe and Proper Usage of seatbelts;
- Education and Prevention of Primary Collision Factors (i.e. speeding, following too closely, unsafe lane changes); and
- Vehicle Registration.

In order to enforce these issues, six days per month (two per issue) are selected to specifically enforce each issue. On these "special days" officers focus their patrols on drivers who violate these three common violations. In addition to these press releases, the following are programs the CHP implements to encourage safe driving in Solano County.

- Neighborhood Traffic Safety Program – The program focuses on officers and residents working together, in a cooperative effort to enhance public safety in their communities. Working together, residents and CHP personnel develop a strategic plan to reduce traffic violations and associated motor vehicle collisions. The program involves both education and enforcement, with a simple, but imperative objective; ensure communities are a safe place to drive and live.
- Community Response Team (CRT) – three officers that split time between enforcement on unincorporated roads and working with neighborhood groups and schools in education efforts and engineering solutions to safety problems.
- DUI Team – two officers assigned to work all CHP beats for DUI enforcement.
- State Route 12 Patrol – permanent officer assigned daily to SR 12 for enforcement duty on I-780.
- Maintenance Zone Enhanced Enforcement Program (MAZEED) – assistance provided by CHP to Caltrans on a reimbursable basis to patrol ongoing maintenance on state highway system.

Special CHP Enforcement Projects:

- Collision Reduction and Statewide Highway Enforcement Strategies (CRASHES) – one-time grant to provide additional enforcement on SR 12 through December of 1998.
- State Route 12 Task Force – Office of Traffic Safety (OTS) grant to prepare corridor strategy and provide one-time enforcement through December of 1999.
- County Roads Enforcement (CORE) program – federal grant to provide additional enforcement on unincorporated roads through December of 1998.
- DUI Checkpoints – federal grant to provide for approximately three DUI checkpoints annually that are done jointly with local agencies.
- Construction Zone Enhanced Enforcement Program (COZEED) – assistance provided by CHP to Caltrans on a reimbursable basis to patrol construction projects on state highway system.

The local police departments from each of the STA member agencies also have ongoing programs to address travel safety concerns. These programs vary but typically include enforcement and education components.

4.0 FUNDING

The following section, compiled by STA staff, identifies potential sources of funding that may be pursued to pay for safety-related improvements in Solano County.

4.1 SURFACE TRANSPORTATION PROGRAM (STP) / CONGESTION MITIGATION AIR QUALITY PROGRAM (CMAQ)

The Intermodal Surface Transportation Efficiency Act (ISTEA), established in 1991, and the Transportation Equity Act for the 21st Century (TEA-21), established in 1997, directed federal funds to projects and programs for a broad variety of transit, highway, and streets and roads projects. Surface Transportation Program (STP) funds are distributed through the Metropolitan Transportation Commission (MTC) for transit highway, local road capital improvements, bicycle and pedestrian facilities, safety improvements, carpool and park and ride lots, surface transportation planning, Transportation for Livable Communities (TLC) projects, and transportation enhancement activities. Congestion Mitigation and Air Quality (CMAQ) funds are directed to transportation-related air quality improvement projects and programs in air quality non-attainment and maintenance areas that reduce transportation related emissions. Counties were provided a portion of these funds for local programming and both programs are anticipated to continue with the reauthorization of TEA-21.

4.2 EASTERN CONGESTION MITIGATION AIR QUALITY PROGRAM (ECMAQ)

Solano County receives CMAQ funds from both the Bay Area region and the Sacramento region because it falls between the Bay Area and the Sacramento air basins. The Bay Area CMAQ funds are used to fund air quality improvement projects in the western portion of Solano County, and the Sacramento CMAQ funds are dedicated to projects in the eastern portion of the County, known as Eastern CMAQ (ECMAQ). Eastern CMAQ funds are only eligible to the cities of Dixon, Rio Vista, Vacaville, and the eastern portion of Solano County. Similar to the CMAQ program, the ECMAQ program funds projects in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act.

4.3 TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM (TLC)

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

4.4 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

In addition to STP and CMAQ funds, Solano County receives State Transportation Improvement Program (STIP) funds based upon a population formula that provides each

county an equitable “county share” of these funds. These funds have been typically used for major transportation projects including the Jepson Parkway, SR 37 improvements, the Vallejo Station, commuter rail stations and roadway rehabilitation projects.

Historically, Solano County received an average of \$10 million per year from the STIP as its county share of the RTIP. Due to the state budget problems, Solano County received no new funds in the 2004 STIP. The 2004 STIP was primarily a reprogramming of projects remaining in the 2002 STIP. Additionally, ITIP funds that have been dedicated in the past to such projects as SR37, Jameson Canyon, I-80/I-680/SR 12 Interchange, and interstate projects have also been seriously curtailed and the SHOPP program is proceeding at about one third of previous levels. The future availability of STIP funds (RTIP, ITIP, and SHOPP) is dependent on the state budget and federal funding; however, a level of funding significantly exceeding the historical amounts for any of these programs does not appear likely.

4.5 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The State Highway Operations and Protection Program (SHOPP) is the state-funding program used by Caltrans to maintain and operate state and federal highways in the state. The funds for the SHOPP are a combination of federal and state funds and share the same fund sources available for the State Transportation Improvement Program (STIP). Due to the necessity to operate and maintain existing infrastructure, the SHOPP is typically funded prior to determining the level of funding available for the STIP. SHOPP projects do not typically add capacity, but are designed to preserve existing infrastructure and correct safety deficiencies.

Every two years Caltrans prepares a list of proposed projects to include in the SHOPP. Each Caltrans District submits their proposed lists to Caltrans HQ and a master list for the state is prepared. The SHOPP program is fairly competitive since, like the STIP, funding is not available for all proposed projects.

The following is a partial list of some of the more significant projects for Solano County included in the Draft 2004 SHOPP:

- SR12 – Install median barrier between Chadbourne Road and Pennsylvania Avenue.
- SR12 – Scandia to Denverton roadway improvements and rehabilitation.
- SR12 – Denverton to Currie roadway improvements and rehabilitation.
- SR12 – Construct Truck Climbing Lane west of I-80.
- SR113 – East Chestnut to West H in Dixon, reconstruct roadway.
- I-80 – Upgrade cable median barrier from West Texas in Fairfield to Yolo County Line (install temporary K-rail on each side of oleanders).
- I-80 – Replace Ulatis Creek Bridge in Vacaville.
- I-80 – Rockville Road and West Texas Street, modify ramp and exit traffic signals.

4.6 REGIONAL MEASURE 2 (RM2)

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors.

- Solano County Capital Projects funded by RM2:
- Vallejo Station, \$28 Million
- Solano County Express Bus Intermodal Facilities, \$20 Million
- I-80/I-680 Interchange Improvements, \$100 Million
- Capitol Corridor Improvements on I-80/I-680 Corridor, \$25 Million
- Regional Express Bus North, \$20 Million
- Safe Routes to Transit, \$22.5 Million

4.7 TRANSPORTATION DEVELOPMENT ACT 3 (TDA3)

Transportation Development Act (TDA) funding is generated by a ¼ cent tax on retail sales collected in California's 58 states. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (i.e. Solano Transportation Authority). 2% of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. Although the exact amount fluctuates every year, Solano County generally receives between \$210,000 to \$230,000.

4.8 FEDERAL EARMARKS

In 1998, the STA received two federal earmarks for the Jepson Parkway and, in recent years, the STA has landed federal appropriations earmarks for the Vallejo Station and the Fairfield/Vacaville Rail Station. The I-80/680/SR 12 Interchange project and Jepson Parkway have been slated to receive earmarks (\$21 million and \$2 million, respectively) as part of the House version of the Federal Transportation Reauthorization bill currently in Congress. Due to the differences between the House, the Senate and the Administration for funding levels for the Federal Transportation Reauthorization bill, the proposed earmarks for the Interchange and Jepson Parkway are not certain. Additionally, our Congressional Representatives have indicated that future earmarks may be difficult to obtain without a significant commitment of non-federal, local funds to individual projects seeking federal earmarks.

4.9 OFFICE OF TRAFFIC SAFETY PROGRAM (OTS)

The Business, Transportation, & Housing's (BT&H) Office of Traffic Safety program (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.

Solano County OTS projects awarded for FY 2005:

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

4.10 SAFE ROUTES TO SCHOOLS PROGRAM (SR2S)

The Safe Routes to Schools Program (SR2S) is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. In September 2004, Governor Arnold Schwarzenegger extended the SR2S program for three more years, which dedicates funding for six categories of projects:

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

Previously funded SR2S projects include:

- Suisun City: Crystal Middle School
- Rio Vista: D.H. White Elementary, Riverview Middle School, Rio Vista High School
- Solano County: Benjamin Franklin Middle School
- Benicia: Robert Semple Elementary School
- Vacaville: Eugene Padan Elementary School
- Vacaville: Various elementary, junior, and senior high schools
- Fairfield: E. Ruth Sheldon Elementary School and T.C. McDaniels School

4.11 SAFE ROUTES TO TRANSIT (SR2T)

As part of the Bay Area’s approval of Regional Measure 2, \$20 million will be allocated on a competitive grant basis for projects aimed to improve the safety and convenience of pedestrian and bike paths to transit stations. Improving these segments will not only make it safer for pedestrians and bicyclists, SR2T will encourage more commuters to leave their cars at home. To be eligible, projects must have a “bridge nexus,” that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. Eligible projects include secure bicycle storage at

transit stations/stops/pods, safety enhancements for ped/bike station access to transit stations, removal of ped/bike barriers near transit stations, and system wide transit enhancements to accommodate bicyclists or pedestrians.

4.12 HAZARD ELIMINATION SAFETY PROGRAM (HES)

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

Fairfield, Travis Blvd. corridor between Oliver Rd. and North Texas St., upgrade traffic signals; Reconstruction; Traffic signs and pavement markings, FY 2004-05, \$360,000.

Suisun City, Railroad Ave. at Sunset Ave., realign severely offset intersection, FY 2004-05, \$360,000.

Vallejo, Broadway and Tennessee St., Modify signal system to include left-turn phases for northbound and southbound Broadway, FY 2004-05, \$94,050.

Vallejo, Tuolumne St. And Tennessee St., modify signal system to include left-turn phases for northbound and southbound Tuolomne St. FY 2004-05, \$81,180.

4.13 NEW LOCAL REVENUE

The STA Board took action in December 2003 to initiate the process for the development of a Countywide Transportation Expenditure Plan (CTEP) as part of the sales tax ordinance (Measure A) for a proposed ½-cent, 30-year sales tax measure for transportation. On November 2nd, 2004, Measure A failed to garner the required 2/3's vote to pass, with a 63.8%/36.2% yes/no vote. If Measure A had passed, it would have provided approximately \$1 billion in funding for the I-80/I-680/SR12 Interchange project, corridor improvements, local streets and roads, commuter rail service, senior and disabled transit service, express bus services, local return-to-source, and safety projects. Discussions are currently underway to pursue the sales tax initiative within the near future.

Preliminary Scope of Work:
Safe Routes to Schools (SR2S) Study /
Solano Travel Safety Plan, Phase 2

1. Obtain, review, and analyze existing safety, pedestrian, and local Safe Routes to School (SR2S) plans from the public works departments, school districts, and other resources in Solano County. Specifically, analyze bicycle/pedestrian and auto accident rates en route and/or within the vicinity of local schools and in proximity to transit hubs.
2. Work with STA to develop presentations and prepare a public outreach effort to solicit potential SR2S projects from city/county councils, school districts, and other involved communities. Additional presentations may be required for the Bicycle Advisory Committee, the Pedestrian Advisory Committee, the SolanoLinks Intercity Transit Consortium, the STA Technical Advisory Committee, and the STA Board. Attendance is expected for approximately 15-20 meetings. STA will be responsible for setting up meeting times, dates, and locations.
3. Create maps showing the concentration of bicycle/pedestrian and auto accidents near local schools and transit hubs for each jurisdiction. STA has access to GIS ArcView data for each jurisdiction, including school sites.
4. Using the information collected from existing plans, public works departments, school districts and input from public outreach, identify short- (5 year) and long-term (5-30 year) SR2S improvement project lists for each jurisdiction and school location, including project descriptions and cost estimates for each project. Develop criteria for prioritization of project lists.
5. Consultant will be responsible for providing an electronic copy of the Study. STA will be responsible for printing and distribution.



DATE: May 2, 2005
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
SUBJECT: MTC/BAAQMD Spare the Air Transit Promotion

Background:

The Bay Area Air Quality Management District (BAAQMD) has coordinated the Spare the Air campaign for over ten years. The Spare the Air campaign encourages individuals to modify their travel and some other air quality related activities on days that are forecasted to be "Spare the Air" Days. The BAAQMD monitors the air quality and weather patterns to predict the next day's air quality levels and if they are predicted to exceed air quality standards, the public is notified through Spare the Air announcements. To reduce air pollutants and avoid an exceedance, the public is encouraged to reduce driving and increase the use of alternative modes including transit.

The Bay Area's Spare the Air season runs from June 1 through mid-October. Last year, a new element was added to the Spare the Air campaign. Through a partnership among the BAAQMD, Metropolitan Transportation Commission (MTC), and Bay Area Rapid Transit (BART), free rides were given on BART. To increase ridership and reduce early morning air pollutants which cause the most damage during the day, BART rides were free from 4am-9am on any non-holiday Spare the Air weekday. BART was reimbursed for the lost passenger fare revenue. There were fewer than five Spare the Air days. The program was evaluated and with significantly increased ridership (8%) documented, this Spare the Air strategy was deemed a success. To build upon this success, the BAAQMD and MTC are working together to expand the free transit promotion as part of the Spare the Air campaign in 2005.

On behalf of Solano transit operators, STA staff has been attending regional organizing meetings hosted by MTC and the BAAQMD since they began February. In summary, all transit operators are encouraged to participate. Participating transit operators would be reimbursed for passenger fares lost on Spare the Air Days at specified amounts. The proposed conditions for participating in the campaign were presented. The conditions include a plan on how to accommodate a potential 10% increase in ridership, a secure communications strategy, and an evaluation reporting plan. Key transit staff members need to be identified to make operational and marketing decisions.

Discussion:

All of the other eight counties in the region have at least one transit operator participating in the promotion. This promotion has been discussed at Consortium the past two months. Solano transit operators have expressed interest as well as concerns. Several city transit staff are undergoing organizational changes between the planning and implementation periods of this campaign, which makes finalizing an executable operational plan extremely difficult.

Vallejo Transit has expressed the most interest in this campaign and has the least concerns about organizational changes. As the largest transit operator in Solano County with ferry service as well as local, BART and ferry feeder bus services, Vallejo Transit provided regional and local transit services. STA staff will assist Vallejo Transit in preparing the campaign planning documents for the Spare the Air Transit promotion. Vallejo Transit has submitted a letter of commitment to MTC and a reimbursement amount has been negotiated. The next steps will include an Operations Plan, a Ridership Monitoring and Evaluation Plan, and a Funding Agreement.

At the April Consortium meeting, Benicia Transit expressed interest in participating. With new staff on board, Benicia Transit has submitted a letter of commitment and will be working with MTC to complete the remaining documents.

Recommendation:

Informational.



DATE: May 2, 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>
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	Open until all funds are allocated
TDA Article 3 - Supplemental Call for Projects	Robert Guerrero, STA (707) 424-6014	May 13, 2005
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	Workshop May 17, 2005 Due June 30, 2005
Safe Routes to School (SR2S) Program	Muhaned Aljabiry, Caltrans (510) 286-5226	June 30, 2005
Safe Routes to Transit (SR2T) Program	Amber Crabbe, TALC (510) 740-3105	Workshop May 2005 Due July, 2005



FUNDING OPPORTUNITY:

San Francisco Bay Trail Grant Program

The application period is open until all funds are allocated

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.

Program Description: This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.

Funding Available: \$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from \$14,000 to \$500,000.

Eligible Projects: Maximize development of new trail miles by:

- Planning Studies
- Trail Design Work
- Feasibility Studies
- Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction)

Previously awarded Solano Projects:

- Benicia State Recreation Area Bay Trail (\$100,000)
- Solano Countywide Trails Plan (\$46,000)

* Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007**.

Funding Contact: Maureen Gaffney, Bay Trail, (510) 464-7909

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



FUNDING OPPORTUNITY:

TDA Article 3 - Supplemental Call for Projects

Applications Due May 13, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This is a summary of the STA's TDA Article 3 - Supplemental Call for Projects. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: STA member agencies

Program Description: 2% of the state's remaining TDA funds are dedicated to funding bicycle and pedestrian projects.

Funding Available: \$177,000 of \$256,000 of the remaining FY 2005/2006 is available.

Eligible Projects: PUC 99233.3
"...facilities provided for the exclusive use of pedestrians and bicycles..."

Projects sponsors are encouraged to submit projects listed as:

- *Phase I Projects* in the Countywide Bicycle Plan or
- *Priority Projects in Table 2.1* in the Countywide Pedestrian Plan.

Further Details: Please attend the next **Joint Bicycle and Pedestrian Advisory Committee** meeting tentatively scheduled for **May 19, 2005** to present your projects.

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

**Regional Transportation Fund for Clean Air Program
(60% Regional Funds)**

Applications Due June 30, 2005

TO: STA Board

FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in the Bay Area Air Basin.

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

Funding Available: Approximately \$10 million is available for FY 05/06. Eligible projects must be between \$10,000 to \$1,000,000. Projects over \$100,000 require 20% match.

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

Further Details: Workshop for project applicants Tuesday, May 17, 2005 at 9:30 am at the 7th Floor Board Room, Bay Area Air Quality Management, District Office 939 Ellis Street San Francisco, CA 94109

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

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Safe Routes to School (SR2S) Program

Applications Due June 30, 2005

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to School (SR2S) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: This program encourages additional students to walk and bike by constructing facilities that enhance the safety for pedestrians and bicyclists.

Funding Available: \$24-\$28 million is estimated to be available over the next three years. The maximum grant per project is \$450,000 with a 10% local match.

Eligible Projects: Pedestrian & bicycle facilities, traffic calming devices, traffic control devices, public outreach & education.

* Education, enforcement or encouragement activities must not exceed 10% of the project construction costs. Crossing guards are ineligible for funding.

Previously Funded Projects:

- FY 2004/2005: *Fairfield* - sidewalk improvements, curb cuts and crossing improvements - \$53,100 grant.
- FY 2002/2003: *Vacaville* - active school zone radar signs and other school crossing signs - \$178,200 grant.
- Solano County* - curb, gutter, sidewalks and curb ramps - \$81,000 grant.

Funding Contact: <http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>
Muhaned Aljabiry, Caltrans District 4 Local Assistance
(510) 286-5226, Muhaned.Aljabiry@dot.ca.gov

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



FUNDING OPPORTUNITY:

Safe Routes to Transit (SR2T) Program

Workshop expected in May
Applications due July 29, 2005

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) 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: Public agencies, who may partner with nonprofits or other organizations.

Program Description: This program promotes planning and constructing bike and pedestrian access improvements near transit facilities.

Funding Available: \$4 million will be allocated by 2-year cycles on a competitive grant basis from Regional Measure 2 funds (\$20 million available over the next 35 years). The minimum reward for planning is \$25,000 and \$100,000 for construction. The recommended maximum request is \$1.5 million for construction and \$100,000 for planning per sponsoring agency.

Eligible Projects:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- **System wide** transit enhancements to accommodate bicyclists or pedestrians

Projects should have a “bridge nexus,” meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. **System wide** improvements are strongly encouraged.

Further Details: http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html
Workshop expected to be scheduled in May 2005.

Program Contact Person: Amber Crabbe, (510) 740-3105, amber@transcoalition.org

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