



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

June 8, 2005

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

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

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

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

ITEM

BOARD/STAFF PERSON

- I. CLOSED SESSION:**
 - 1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director – Performance Review (5:30 – 6:00 p.m.)
- 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 Johanna Masciat, Acting 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.
- A. **STA Board Minutes of May 11, 2005** Johanna Masiclat
Recommendation:
Approve minutes of May 11, 2005.
Pg. 11
 - B. **Review Draft TAC Minutes of May 25, 2005** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 19
 - C. **STA Meeting Calendar** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 25
 - D. **Funding Agreement with City of Fairfield for the Fairfield/Vacaville Intermodal Train Station** Dan Christians
Recommendation:
Authorize the Executive Director to enter into a funding agreement with the City of Fairfield for \$145,000 of local funds for additional project assistance to complete the preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
Pg. 27
 - E. **FY 2004-05 Proposed Budget Revision** Susan Furtado
Recommendation:
Adopt the revised STA FY 2004-05 budget as shown in Attachment A.
Pg. 39

- F. Contract Amendment No. 6 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR12 Interchange (including North Connector) Project** Andrew Fremier
- Recommendation:
Authorize the Executive Director to amend the contract time only for the consultant contract with the Project Delivery Management Group for Project Management Services for the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector projects until September 30, 2005.
Pg. 43
- G. FY 2005-06 TDA Distribution for Solano County** Elizabeth Richards
- Recommendation:
Approve the countywide TDA Matrix for Solano County for FY 2005-06 as shown on Attachment A.
Pg. 45
- H. Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Program Services** Elizabeth Richards
- Recommendation:
Authorize the Executive Director to execute the MTC funding agreement for Regional Rideshare Program services for the SNCI program for the period of FY2005-06 through FY2010-11.
Pg. 51
- I. Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards
- Recommendations:
- 1. Approve the responses to MTC's Unmet Transit Needs issues as shown on Attachment A; and*
 - 2. Authorize the Executive Director to submit the responses to MTC.*
- Pg. 61
- J. Extension of Contract for Moore Iacofano Goltsman (MIG) for Marketing Services for STA, SolanoLinks, and SNCI Program Marketing Plan 2005 (Phase I)** Jayne Bauer
- Recommendation:
Extend the existing contract through December 31, 2005, for Moore Iacofano Goltsman (MIG) for marketing services for STA, SolanoLinks Transit, and SNCI Program Marketing Plan 2005 (Phase I).
Pg. 69

K. Appointments to Solano Bicycle Advisory Committee and Solano Pedestrian Advisory Committee

Robert Guerrero

Recommendation:

Appoint the following members for a three-year term:

- 1. Patricia Morgan – Pedestrian Advisory Committee
City of Fairfield Member*
- 2. Barbara Wood – Bicycle Advisory Committee
Member-at-Large Member*

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L. Jepson Parkway Contract Amendment No. 6 – Jones & Stokes Associates, Inc.

Andrew Fremier

Recommendation:

Authorize the Executive Director to amend the contract time only for the consultant contract with Jones and Stokes Associates, Inc. for the preparation of the environmental impact statement/ report until September 30, 2005.

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IX. ACTION ITEMS – FINANCIAL

A. FY 2005-06 Budget Revision and FY 2006-07 Proposed Budget

Daryl Halls
Susan Furtado

Recommendations:

- 1. Approve the revised FY 2005-06 budget and adopt the proposed FY 2006-07 budget as shown in Attachment A.*
- 2. Approve the 2.1% cost of living adjustment for STA salaries for FY 2005-06, as included in the revised FY 2005-06 budget.*
- 3. Approve the corrected STA Salary Range for two positions shown in Attachment B.*
- 4. Approve the revised salary ranges and modified job titles for three positions identified in Attachment C.*

(6:25 – 6:40 p.m.) – Pg. 79

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

Elizabeth Richards

Recommendation:

Approve the FY 2005-06 STAF project list on Attachment A and preliminary FY 2006-07 STAF project list on Attachment B.

(6:40 – 6:45 p.m.) – Pg. 87

C. FY 2005-06 TDA Article 3 Program

Robert Guerrero

Recommendation:

Approve the following:

- 1. TDA Article 3 Projects as specified in Attachment A for FY 2005-06*
- 2. Resolution 2005-05 approving for FY 2005-06 TDA Article 3 Countywide Coordinated Claim (See Attachment B)*

(6:45 – 6:50 p.m.) – Pg. 91

X. ACTION ITEMS – NON-FINANCIAL

A. Adoption of Updated Solano Comprehensive Transportation Plan 2030

Dan Christians

Recommendations:

- 1. Approve the Final Solano Comprehensive Transportation Plan 2030 including all recommended revisions and edits to the Draft CTP and contained in the attached addendum.*
- 2. Authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the CTP 2030 and related studies and component plans referenced in the CTP in accordance with CEQA.*

(6:50 – 7:00 p.m.) – Pg. 117

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

Dan Christians

Recommendation:

Endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for the Oakland-Auburn Regional Rail Study.

(7:00 – 7:05 p.m.) – Pg. 127

C. Legislative Update – June 2005

Jayne Bauer

Recommendation:

Adopt the following positions:

- 1. AB 850 – Watch*
- 2. AB 1266 – Support*
- 3. SB 705 – Support in concept*

(7:05 – 7:10 p.m.) – Pg. 135

XI. INFORMATION ITEMS- (No Discussion Necessary)

A. Funding Opportunities Summary

Sam Shelton

Informational – Pg. 163

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, July13, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.



MEMORANDUM

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

Boxer & Tauscher Named to House-Senate Conference Committee as Congress Approves Extension of TEA 21 Reauthorization for 7th Time

Last week, the Congress passed its 7th extension of the TEA 21 Reauthorization Bill with a 30-day extension. This week, both the Senate and House appointed its conferees to the TEA 21 Reauthorization conference committee. One of the 30 members of the Senate appointed to the conference committee is California Senator Barbara Boxer. One of the 62 members of Congress appointed is Congresswoman Ellen Tauscher.

The STA continues to advocate for federal Reauthorization and Annual Appropriations funding for Solano County's priority projects. Only the House Reauthorization bill currently includes specified project earmarks. 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 in the House bill.

STA Board Scheduled to Adopt of Comprehensive Transportation Plan Update *

Staff has agendized the updated Solano County Comprehensive Transportation Plan for 2030 for consideration by the Board. This plan provides an overall plan and vision for Solano County's transportation system. The plan identifies the key transportation challenges and issues facing Solano County, details an estimated \$3.8 billion funding shortfall projected over the 25 year timeframe of the plan and outlines a specific list of transportation projects, programs and improvements for each of the various modes of transportation. I want to acknowledge the hard work and time commitment provided by members of the STA Board, TAC, Transit Consortium, various advisory committees, and Strategic Planning staff necessary to undertaken and complete this comprehensive planning effort.

STA Board to Consider Proposed Balance Budget for FY 2005/06 & 06/07

Staff has agendized for Board consideration adoption of the STA's two budget for FY 2005/06 & 2006/07. The budget as submitted is projected to be balanced, contains recommendations for no new staff and recommends a modest cost of living adjustment of 2.1% consistent with the consumer price indexes for the Bay Area and the Western United States. As presented, the budget funds a number of the priorities identified by the STA Board as part of the Overall Work Program, including the initiation of Project Study Reports (PSRs), the expenditure plan for a proposed transportation sales tax measure, the Transit Consolidation Study, the Rio Vista Bridge Study, and the SR 113 Major Investment Study. Staff will provide an overview of the proposed budget at the Board meeting.

Caltrans Will Kempton Highlights Importance of Local Funding and Proposed Restoration of Proposition 42 Funds at Solano EDC Breakfast

On June 2, 2005, Will Kempton, Caltrans Director, was the featured speaker at the monthly breakfast for Solano Economic Development Corporation (EDC). Director Kempton discussed the impact of the current state fiscal crisis on transportation in California and conveyed a strong message regarding the important role that local transportation measures play in providing the local match funds necessary to fund and deliver key transportation improvements.

STA's SNCI Staff Coordinate Successful Bike to Work Week

Last month, the STA's Solano Napa Commuter Information staff coordinated a successful Bike to Work Campaign with 512 Solano and Napa residents and employees participating by visiting sponsored energizer stations or by signing up through SNCI. This is an increase of over 125 participants from last year. Energizer stations were coordinated with local bicycle shops in the cities of Benicia, Calistoga, Dixon, Fairfield, Napa, St. Helena and Vallejo.

Attachments:

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



Solano Transportation Authority
Acronyms List
Updated 1-4-05

ABAG	Association of Bay Area Governments	GARVEE	Grant Anticipation Revenue Vehicles
ADA	Americans with Disabilities Act	GIS	Geographic Information System
APDE	Advanced Project Development Element (STIP)	HIP	Housing Incentive Program
AQMP	Air Quality Management Plan	HOV	High Occupancy Vehicle
BAAQMD	Bay Area Air Quality Management District	ISTEA	Intermodal Surface Transportation Efficiency Act
BAC	Bicycle Advisory Committee	ITIP	Interregional Transportation Improvement Program
BCDC	Bay Conservation and Development Commission	ITS	Intelligent Transportation System
BT&H	Business, Transportation & Housing Agency	JARC	Jobs Access Reverse Commute
CALTRANS	California Department of Transportation	JPA	Joint Powers Agreement
CARB	California Air Resource Board	LTA	Local Transportation Authority
CCTA	Contra Costa Transportation Authority	LEV	Low Emission Vehicle
CEQA	California Environmental Quality Act	LIFT	Low Income Flexible Transportation
CHP	California Highway Patrol	LOS	Level of Service
CIP	Capital Improvement Program	LTF	Local Transportation Funds
CMA	Congestion Management Agency	MIS	Major Investment Study
CMAQ	Congestion Mitigation and Air Quality	MOU	Memorandum of Understanding
CMP	Congestion Management Program	MPO	Metropolitan Planning Organization
CNG	Compressed Natural Gas	MTC	Metropolitan Transportation Commission
CTA	County Transportation Authority	MTS	Metropolitan Transportation System
CTC	California Transportation Commission	NEPA	National Environmental Policy Act
CTEP	County Transportation Expenditure Plan	NCTPA	Napa County Transportation Planning Agency
CTP	Comprehensive Transportation Plan	NHS	National Highway System
DBE	Disadvantage Business Enterprise	OTS	Office of Traffic Safety
DOT	Federal Department of Transportation	PCC	Paratransit Coordinating Council
EIR	Environmental Impact Report	PCRFP	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		
SRTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		

MEMORANDUM



Solano Transportation Authority

Date: June 1, 2005

To: Daryl Halls

From: Jayne Bauer, Marketing and Legislative Program Manager

Subject: Legislative Update from Shaw/Yoder, Inc.

Budget

The Joint Legislative Budget Conference Committee is expected to begin this week to hash out the differences between the Assembly and Senate versions of the budget. Generally speaking, the Conference Committee is where the major "deals" are cut that ultimately broker a compromise budget between the Legislature and the Governor. This year's conferees follow:

- Senator Wes Chesbro (D - Arcata)
- Senator Denise Ducheny (D - San Diego)
- Senator Dennis Hollingsworth (R - Murrieta)

- Assemblymember John Laird (D - Santa Cruz)
- Assemblymember Judy Chu (D - Monterey Park)
- Assemblymember Rick Keene (R - Chico)

It is important to note that in order for this committee to pass anything, there must be at least four affirmative votes, with at least two votes from each house. This means that should the Assembly vote 3-0, and the Senate vote 1-2, on a particular item, that proposal would not pass even though four total votes were achieved.

To date, the Legislature's Budget Subcommittee's have voted to approve the Proposition 42 funds to transportation, but has rejected the "spillover" revenue from going to transit.

The following recaps the Governor's May Revision, as it relates to transportation:

Proposition 42

Regarding Proposition 42, the Governor states that the availability of additional one-time revenues now permits the Administration to propose the full amount of the Proposition 42 transfer to the transportation Investment Fund with the following allocation, pursuant to existing law:

- \$678 million would go to the Traffic Congestion Relief Fund for Traffic Congestion Relief Projects (TCRP)
- \$254 million to the TIF for State Transportation Improvement Program (STIP) projects
- \$254 million to cities and counties for local streets and roads (\$127 million to cities, \$127 million to counties)
- \$127 million to the Public Transportation Account, with half (\$63.5 million) of those funds available for STIP projects and half (\$63.5 million) for the State Transit Assistance (STA) Program

The Governor further states that the Business, Transportation & Housing Agency will work with the California Transportation Commission "to give priority to projects with the highest economic impact."

The Governor also reiterates his January call for long-term protection of Proposition 42, and notes that he is sponsoring Assembly Constitutional Amendment 4 in the First Extraordinary Session, to prohibit further suspension of Prop. 42 beginning in 2007-08 and to provide for repayment of all past Prop. 42 suspensions in equal annual increments no later than 2021-22. There is no mention of the Administration's intent for Prop. 42 in 2006-07.

More "Spillover" Revenue Blocked from Going to the Public Transportation Account

Unfortunately for transit, this May Revision continues the use called for in the Governor's January 10th Budget of dedicated public transit funds for General Fund deficit reduction purposes. Specifically, the Department of Finance estimates the transit "spillover" to be \$380 million in 2005-06, an increase of \$164 million more than initially projected in January, 2005. The Governor proposes to retain the entire amount in the General Fund instead of allowing the revenue to flow to its statutory destination, the Public Transportation Account. These dollars are owed to the PTA under a decades-old law that transfers funds from the General Fund to PTA when the price of gasoline is increasing faster than the price of all other goods upon which the State imposes a sales tax; the transfer is intended to provide for more public transit service, to offset the high price of fuel now facing motorists. We will continue to fight this proposal in the Legislature. Under existing law, these dollars should be split evenly, with \$190 million going to the STA Program for direct allocation to transit operators, and to the STIP for transit capital projects.

Caltrans Operational Savings

Additionally, the May Revisions note that Caltrans has achieved nearly \$52 million in current year operational savings and is expected to achieve permanent savings of \$50 million starting in 2005-06, and that these savings are proposed to be redirected towards transportation projects. These actions are expected to produce \$251.6 million in additional capital outlay projects to be programmed by the CTC in the 2006 Fund Estimate.

Tribal Gaming Bonds

The Governor reduces the expected income from securitization of tribal gaming compacts by \$222 million in the budget year, leaving \$1 billion, to be used to repay the entire loan to the Traffic Congestion Relief Fund once bonds are sold; he notes, however, that new compacts may be expected to generate the difference.

"GoCalifornia" and Other Items

The Governor also calls for passage of his "GoCalifornia" package of three bills intended to facilitate project delivery. These include measures on design-build, design-sequencing and public-private toll road projects. Specifically, the bills are:

- AB 850 (Canciamilla) - This bill would allow Caltrans to accept private sector investment and authorize franchise agreements with the private sector so that they may then charge tolls to recoup their investment. This bill would also authorize Caltrans to construct and operate value-pricing programs involving High Occupancy Toll (HOT) lanes.
- AB 1266 (Niello) - This bill would allow design-sequencing, which is an approach to construction projects that permits construction activities to begin prior to the full completion of the design phase.
- SB 705 (Runner) - This bill would allow Caltrans to utilize design-build construction authority, as opposed to the current model of design-bid-build.

The Administration proposes that these three bills be designated Budget "trailer bills" and that their passage be linked to the availability of the Proposition 42 funds. The Governor views passage of these "streamlining" measures as key to maximizing the new transportation revenue that will be available in his proposed budget.

The Governor also proposes to increase federal funding authority by \$5 million to provide grants to metropolitan planning organizations (MPOs) to produce regional "blueprint" planning documents. The Governor would allow MPOs, in cooperation with Councils of Governments, to voluntarily apply for grants to develop plans that will guide future development and land use decisions to promote economic development. Also, the Administration is working with local governments and other interested parties to develop legislation authorizing a revolving loan program to fund local General Plan revisions to accommodate more housing, consistent with improved transportation planning.

Legislation

The leader of the Senate, President Pro Tempore Don Perata, has released a two-bill package dealing with transportation funding. His preferred proposal is contained in SB 172 (Tortakson) and SB 1024 (Perata). We have previously provided an 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. Both these items passed the Senate Appropriations Committee last week, and continue to move through the legislative process.



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

May 26, 2005

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Update on Federal Transportation Legislation

1. Transportation Reauthorization.

On May 25 and 26, Congress passed a seventh extension of surface transportation programs in advance of the week-long Memorial Day recess. The 30-day extension (H.R. 2566) prevents the current transportation law – TEA-21 – from expiring on May 31. President Bush is expected to sign the extension. Congress returns to legislative business on June 6.

The extension provides 19 legislative days for the House / Senate Conference Committee to reconcile differences between the House and Senate versions of H.R. 3, the new transportation reauthorization bill. Many are skeptical that Congress will be able to pass a bill prior to the July 4 recess, although House Majority Leader DeLay said he believes a bill can be passed in June.

As previously reported, the House version of H.R. 3 would set spending through FY 2009 at \$284 billion; the Senate version stands at \$295 billion. The Bush Administration has threatened to veto legislation in excess of \$284 billion. The House bill includes \$21.85 million for 80/680 and \$4 million for Jepson Parkway.

2. Transportation Appropriations.

This year there are twelve appropriations bills in the House and the Senate. The House is expected to consider the FY 2006 Transportation Appropriations bill during the week of June 6. The Senate has not considered any appropriations legislation yet. The following outlines House action on the FY 2006 appropriations bills:

- No action: five bills, including Transportation.¹
- Subcommittee markup: two bills.²
- Full committee markup: two bills.³
- Passed by the House: three bills.⁴

¹ No action (5 bills): District of Columbia; Foreign Operations; Labor/HHS/Ed; Legislative Branch; Transportation.

² Subcommittee markup (2 bills): Science/State/Justice/Commerce; Defense.

³ Full Committee markup (2 bills): Agriculture; Military Quality of Life.

⁴ Passed by the House (3 bills): Energy & Water; Homeland Security; Interior



DATE: June 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 May 11, 2005
- B. Review Draft TAC Minutes of May 25, 2005
- C. STA Meeting Calendar
- D. Funding Agreement with City of Fairfield for the Fairfield/Vacaville Intermodal Train Station
- E. FY 2004-05 Proposed Budget Revision
- F. Contract Amendment No. 6 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR 12 Interchange (including North Connector) Project
- G. FY 2005-06 TDA Distribution for Solano County
- H. Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Program Services
- I. Status of Unmet Transit Needs Process for FY 2005-06
- J. Extension of Contract for Moore Iacofano Goltsman (MIG) for Marketing Services for STA, SolanoLinks, and SNCI Marketing Plan 2005 (Phase I)
- K. Appointments to Solano Bicycle Advisory Committee and Solano Pedestrian Advisory Committee
- L. Jepson Parkway Contract Amendment No. 6 – Jones & Stokes Associates, Inc.



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
May 11, 2005

I. CLOSED SESSION:

Closed session to discuss potential litigation/personnel matters. Chuck Lamoree, Legal Counsel, indicated that there were no matters to report.

II. CALL TO ORDER

Chair Courville called the regular meeting to order at 6:03 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
Jim Spering	City of Suisun City
Tony Intintoli	City of Vallejo
John Silva	County of Solano

MEMBERS

ABSENT:

None

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Charles Lamoree	STA-Legal Counsel
Dan Christians	STA-Asst. Exec. Dir./Director of Planning
Andy Fremier	STA-Director of Projects
Elizabeth Richards	STA/SNCI Program Director
Susan Furtado	STA – Financial Analyst/Accountant
Jayne Bauer	STA – Marketing & Legislative Program Manager
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant
Sam Shelton	STA-Planning Assistant

Johanna Masiclat	STA-Acting Clerk of the Board
Sorel Klein	STA/SNCI-Commute Consultant
Morrie Barr	STA Projects Consultant

ALSO PRESENT:

Mike Duncan	City of Fairfield
Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Nicolas Endrawos	Caltrans
Doanh Nguyen	Caltrans

III. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Member Spring, the STA Board approved the agenda with the exception to move the following agenda items:

- Agenda Item IX.B, Transit Consolidation Study Preliminary Scope of Work to Agenda Item VIII.E
- Agenda Item IX.D, Initiation of Safe Routes to School Study/Solano Travel Safety Plan, Phase 2 to Agenda Item VIII.F

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Travels to Washington D.C. in Support of Federal Earmarks
- STA to Wrap Up Public Comments on Draft Comprehensive Transportation Plan
- STA to Initiate Safe Routes to Schools Plan/Countywide Safety Study Phase 2
- STA Request State SHOPP Funds for Cordelia Truck Scales
- Promoting of SNCI Program to Include Bus Wraps
- STA's Countywide Planning Efforts Continue to Receive Recognition
- Appointment of Acting Clerk of the Board

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

Doanh Nguyen, Caltrans Project Manager, provided a status report on the construction progress of various projects in Solano County and introduced himself as the replacement for Yader Bermudez.

B. MTC Report:

None presented.

C. STA Report:

Elizabeth Richards announced the Solano Napa Commuter Information Program's upcoming Bike to Work week campaign on May 16, 2005 through May 20, 2005.

Jayne Bauer distributed a press release from the Governor's office of May 11, 2005 announcing the full funding of Proposition 42 transportation funds.

VII. CONSENT CALENDAR

On a motion by Member Intintoli, and a second by Member Silva, the consent items were unanimously approved with the exception of the following changes:

- Agenda Item V.B, STA Board Minutes of April 13, 2005 (Approve minutes of April 13, 2005) – Member MacMillan abstained from the vote.
 - Agenda Item V.G, STA Meeting Calendar – Change the Transit Committee meeting location to Hampton Inn, Meeting Room C at 800 Mason Street in Vacaville.
- A. STA Board Minutes of April 13, 2005**
Recommendation: Approve STA Board minutes of April 13, 2005.
- B. Review Draft TAC Minutes of April 27, 2005**
Recommendation: Receive and file.
- C. Appointment of Acting Clerk of the Board for the Solano Transportation Authority (STA)**
Recommendation:
Designate Johanna Masielat to serve as acting Clerk of the Board.
- D. Contract Amendment No. 6 for Transit and Funding Consultant – Nancy Whelan Consulting**
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.
- E. FY 2004-05 3rd Quarter Budget Report**
Recommendation:
Receive and file.
- F. Agreement for Funding the SR 12 Transit Corridor 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.

G. STA Meeting Calendar

Recommendation:

Receive and file.

VIII. ACTION ITEMS: FINANCIAL

A. Programming of 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.

Board Comments:

None presented.

Recommendation:

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

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

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

Robert Guerrero provided a summary of the funding allocation of available funds in the amount of \$389,087 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.

Board Comments:

None presented.

Recommendation:

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

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

C. Lifeline Transportation Funding

Elizabeth Richards reviewed the outstanding issue raised by the Bay Area Congestion Management Agencies (CMAs) regarding MTC's proposal not to include administrative funds for managing this program. She cited that the State Transit Assistance Fund (STAF)'s revenue source could cover the administrative cost for implementing and managing the Lifeline Program for Solano County to be administered and monitored by the STA for FY 2005-06 and for FY 2006-07 and FY 2007-08.

Board Comments:

Member MacMillan thanked staff for clarifying how the Lifeline Program administration would be funded by the STA. She reasserted her concern that MTC should be providing funds for the STA's administration of the Lifeline Program and directed that this be communicated to MTC. Daryl Halls indicated that staff would communicate in writing the STA Board's concern to MTC.

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.

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

D. SNCI Bus Wraps

Elizabeth Richards discussed a 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.

Board Comments:

None presented.

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 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 Member Messina, and a second by Member Spring, the staff recommendation was unanimously approved.

E. 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.

Board Comments:

Member Intintoli inquired about the need to state a budgeted amount in the Request for Proposal. Staff responded that the amount reflects what is budgeted to conduct the study.

Member Spring proposed to modify the language to the Potential Criteria for Evaluating Consolidation Options of the STA Board Criteria and Goals that reads “Flexibility to meet changing needs” should be “Flexibility to meet local needs”.

Other Board members concurred.

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.

On a motion by Member Messina, and a second by Member Spring, the staff recommendation was unanimously approved with an amendment to include modifications requested to the preliminary scope of work for a Transit Consolidation Study.

F. Initiation of Safe Routes to School Study/Solano Travel Safety Plan, Phase 2

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. 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.

In addition, Jennifer noted that the Consortium and STA TAC proposed to add a Safe Routes to Transit component and recommended the release of an RFP for the Travel Safety Plan, Phase 2 with inclusion of a Safe Route to Transit component.

Board Comments:

Member Spring recommended to add the following to the scope of work.

- Analyze security issues and develop measures to enforce safety along routes to schools.
- Obtain current counts of children who currently bike/walk to schools.

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.

On a motion by Member MacMillan, and a second by Member Spering, the staff recommendation was unanimously approved to include modifications to the scope of work for the Safe Routes to School Study.

IX. ACTION ITEMS: NON-FINANCIAL

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

Dan Christians summarized the review period and public hearing process for 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. He noted that the final approval of CTP 2030 is scheduled by the STA Board on June 8, 2005.

Board Comments:

None presented.

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 Board meeting on June 8, 2005.

Approval to close the public hearing for the CTP 2030 opened on April 13, 2005.

Public Hearing Re-opened: 6:42 p.m.

No comments received.

Public Hearing Closed: 6:43 p.m.

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

B. Legislative Update – May 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).

Board Comments:

None presented.

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

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

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

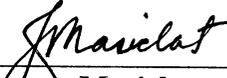
- A. MTC/BAAQMD Spare the Air Transit Promotion
- B. Funding Opportunities Summary

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

6/2/05
Date



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
May 25, 2005

I. CALL TO ORDER

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

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	City of Fairfield
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Leo Flores	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Cameron Oakes	Caltrans
Daryl Halls	STA
Dan Christians	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

On a motion by Janet Koster, and a second by Gary Cullen, the STA TAC approved the agenda with the exception to move Agenda Item VI.F, Legislative Update – May 2005 to Agenda Item VI.A.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

- Caltrans:** Cameron Oakes reported that District 10 had a kick-off meeting for the SR 12 East Major Investment Study, which will look at the corridor between SR 99 to the Rio Vista Bridge.
- MTC:** None presented.
- STA:** Andy Fremier announced the next meeting of the Local Assistance Coordinating Group is tentatively scheduled on June 29, 2005.
- Other:** City of Fairfield's Mike Duncan provided and distributed information on the following:
- Caltrans, The Federal-Aid Process
 - Transportation Congestion Relief Program, City by City Allocation

V. CONSENT CALENDAR

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

Recommendation:

- A. Minutes of the TAC Meeting of April 27, 2005
- B. STA Board Meeting Highlights of May 11, 2005
- C. STA Meeting Schedule Update
- D. Funding Opportunities Summary

VI. ACTION ITEMS

- A. Revisions to Draft Solano Comprehensive Transportation Plan (CTP) 2030**
Dan Christians reviewed all recommended revisions, edits, and formatting received from agencies, individuals, and community groups to the three elements of the Draft CTP. He noted that the incorporated comments and revisions to the draft would be presented at the three CTP Committees scheduled to meet in May and June.

Recommendations:

Recommend that the STA Board adopt a Resolution to:

1. Approve the Final Solano Comprehensive Transportation Plan 2030 including all recommended revisions, necessary edits, and formatting recommended to the Draft CTP and contained in the attached addendum;
2. Authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the CTP 2030 and related studies and component plans referenced in the CTP in accordance with CEQA; and
3. Print and distribute copies of the Final CTP to various agencies, libraries, the general public and the business community and post it on the STA website.

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

B. FY 2005-06 TDA Distribution for Solano County

Elizabeth Richards reviewed the Final Draft TDA matrix for Solano County for FY 2005-06 that included input from all jurisdictions addressed at a special meeting held on May 12, 2005. She cited that new TDA revenue projections were received from MTC showing all of the projections being lower than previously estimated and assumed in the projected carryover balance on the TDA matrix. She added that this is the case for Dixon, Fairfield, Suisun City, Vallejo, and Solano County.

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 Gary Cullen, the STA TAC unanimously approved the recommendation.

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

Elizabeth Richards reviewed the proposed STAF Program Allocation for FY 2005-06 S and the preliminary project list for FY 2006-07. She noted that an increase in STAF funding in the amount of \$137,000 will be distributed to two (2) underfunded projects: Transit Consolidation Implementation Study (\$35,000) and Intercity Transit Services (\$115,00) and the balance remains for future programming.

Recommendation:

Recommend the STA Board approve the FY 2005-06 STAF project list on Attachment A and preliminary FY 2006-07 STAF project list on Attachment B.

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

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

Elizabeth Richards reviewed the updated Unmet Transit Needs FY 2005-06 Issues and Assignments table (dated May 17, 2005). She noted that the goal is to secure the STA's Board approval by June 2005, forward to MTC for the review and approval, and allow the FY 2005-06 TDA claims to be promptly processed for streets and roads purposes.

Recommendations:

Recommend to the STA Board:

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

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

E. FY 2005-06 TDA Article 3 Project Request

Robert Guerrero outlined the projects submitted with a total request of \$383,350 for funding consideration. He cited that a joint BAC and PAC Committee reviewed the projects and provided a funding recommendation (not to exceed the total of \$327,256 available for FY 2005-06) at their May 19, 2005 meeting.

Recommendation:

Forward a recommendation to approve TDA Article 3 Projects for FY 2005-06 within available estimated funding amount of \$327,256.

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

F. Legislative Update – May 2005

Jayne Bauer reviewed the recommended allocation of the full restoration of \$1.313 billion in Proposition 42 funds released by the Governor on May 13, 2005. She also reviewed the three bills intended to facilitate project delivery specifically AB 850, AB 1266, and SB 705.

Recommendation:

Forward recommendation to the STA Board to adopt the following positions:

- AB 850 - Watch
- AB1266 – Support
- SB 705 – Support in concept

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

G. Solano Travel Safety Plan, Phase 1

Jennifer Tongson reviewed an updated draft provided by Korve Engineering of the Solano Travel Safety Plan dated May 25, 2005. She reviewed the changes made from the previous version as a result of the comments received by the local agencies. She also noted that the final draft to the Solano Travel Safety Plan, Phase 1 would be presented to the Arterials, Highways, and Freeways Committee and the STA Board on June 8, 2005 for approval.

After further discussion, the STA TAC requested tabling the item until the proposed changes and modifications listed below have been made to the Draft Travel Safety Plan. The recommended modifications are as follows:

1. City of Dixon

Section 3.1, Safety Projects at Local Intersections (Safety Improvements that were Recently Installed by Agencies, Dixon) Add Bullet - West A Street and North Lincoln Intersection, Traffic Signal Installed.

2. City of Vallejo
 Schedule a meeting with Korve Engineering and STA staff to discuss the following:
 Section 2.1, Accident Data for Local Intersections
 Section 2.3, Pedestrian and Bicycle Accident Data
3. City of Fairfield
 Section 3.1, (Safety Improvements That Were Recently Installed by Agencies, Fairfield), inclusion of additional projects.

Recommendation:

Forward a recommendation to the STA Board to approve the final draft of the Solano Travel Safety Plan, Phase 1.

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC voted to table the item until the next TAC meeting of June 29, 2005.

H. Transit Consolidation Study Consultant Selection Process

Elizabeth Richards reviewed the process to release a Request for Proposals (RFP) for the Transit Consolidation Study. She requested that a member from the TAC participate in the Transit Consolidation consultant selection process. She added that the member selected would be involved in reviewing the proposals as well as participate in the interview process.

Recommendation:

Select a TAC member to participate in the Transit Consolidation consultant selection process.

On a motion by Dale Pfeiffer, and a second by Charlie Beck, the STA TAC voted Gian Aggarwal, City of Vacaville, to participate in the Transit Consolidation consultant selection process.

VII. INFORMATION ITEMS

A. Status of Development of County Transportation Expenditure Plan

Daryl Halls provided an overview to the current and future transportation challenges of the Countywide Expenditure Plan. He noted the STIA Committee would structure the effort to run from March 2005 to November 2006 and for the Plan to potentially go on both the November 2005 and 2006 election.

B. TEA-21 Reauthorization Bill (T3)

Andy Fremier cited that no federal funding would be received by the Regional Transportation Planning Agencies if the bill expires without reauthorization or extension. He noted that it is unlikely that consensus will be reached in time to avoid the expiration, and will require another extension to remain in effect.

C. 2005 Congestion Management Program (CMP) Update

Sam Shelton listed tentative dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in October 2005. He also provided the STA TAC a preliminary draft of the full CMP text. He requested that the TAC members submit current LOS calculations for those portions of the CMP network or intersections by June 1, 2005.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:00 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, June 29, 2005** at 1:30 p.m.



DATE: May 31, 2005
TO: STA Board
FROM: Johanna Masielat, 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
June 8	4:30 p.m.	Arterials, Highways and Freeways Committee	Suisun City Hall	X
	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 17	11:30 a.m.	SR 12 Steering Committee	NCTPA Offices, Napa	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: 6/1/2005
jm



DATE: June 1, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Funding Agreement with City of Fairfield for the Fairfield/Vacaville Intermodal Train Station

Background:

On June 13, 2001, the STA Board approved the Fairfield/Vacaville Intermodal Train Station as the next Capitol Corridor Train Station in Solano County. Since 2001, the cities of Fairfield and Vacaville, STA, the Capitol Corridor, and the Project Development Team (PDT) have been actively working on a phased site plan, railroad right-of-way plan and a track improvement and station platform plan that would be acceptable to both the Capitol Corridor Joint Powers Authority and the Union Pacific Railroad (UPRR).

On December 11, 2001 the STA Board authorized a contract amendment with Wilbur Smith Associates to provide technical assistance for the Project Development Team (PDT) subject to obtaining state-only Advanced Project Development Element (ADPE) funds from the 2001-02 State Transportation Improvement Program (STIP) in the amount of \$125,000. On December 12, 2001, the California Transportation Commission approved the APDE project development funds for the project. An estimated \$50,000 of these funds has been expended through February 15, 2005. This state funding will expire on June 30, 2005.

The primary tasks under this contract include the following:

- Schematic site planning and support for environmental documents (NEPA)
- Railroad facilities planning
- Access and on-site circulation planning
- Cost estimation
- Development of funding strategies
- Negotiations/coordination with railroads
- Meetings and coordination with agencies
- Development of marketing plans

On July 2, 2003, a status report was made by STA staff and the City of Fairfield to the STA Board, which indicated that progress continues to be made to refine detailed plans for submittal to Union Pacific and various options and alternative plans have been developed to obtain consensus on the required railroad improvements. The Project Development Team expects that agreement will be reached with the Union Pacific during 2005. Once final agreement from the railroad has been reached, it is expected that the project will move into a final process to complete phasing plans, specifications and final cost estimates, right-of way acquisition and

construction. Construction of Phase 1 of the project is expected to be completed within three years once written approval of the train station is received from the UPRR.

Since July 2003, Phase 1 of the Oakland-Sacramento Regional Rail Study (the follow-up study to the Dixon – Auburn and Solano – Contra Costa Commuter rail studies) has been completed and Phase 2 feasibility work is underway (expected completion scheduled by late spring 2005). This study proposes five additional peak hour commuter-oriented trains to augment and interline with the 12 existing Capitol Corridor intercity trains. A total of 18 planned Capitol Corridor trains are eventually planned

The last preliminary cost estimate prepared for the project in 2003 was approximately \$35 million. On March 2, 2004, primarily as a result of the STA, Capitol Corridor and MTC's concerted efforts, \$25 million of funds were approved in Regional Measure 2 (RM-2) to fund both the Fairfield/Vacaville Train Station and various Capitol Corridor track improvements along the I-80 and I-680 corridors.

On March 9, 2005 the STA Board authorized the Executive Director to: amend the STA Budget for 2004-05 (and 2005-06 as needed) to include an additional \$145,000 of local funds committed from the cities of Fairfield and Vacaville for additional project assistance to complete the preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project as described in the attached letter from the City of Fairfield dated February 15, 2005. The Executive Director was also authorized to negotiate Contract Amendment No. 5 with Wilbur Smith Associates (WSA) to provide additional scope of work as described in the attached letter from WSA dated February 15, 2005 and extend the term of the consultant agreement to June 30, 2006.

The STA has previously programmed \$125,000 of FY 2005-06 State Transportation Improvement Program (STIP) funds to commence the engineering and design for the Fairfield Vacaville Train Station. However, STIP allocations are not currently being approved by the California Transportation Commission. The proposed local TDA funds from the cities of Fairfield and Vacaville would, in essence, backfill those STIP funds that are not currently available to the project and keep the project advancing forward. Those STIP funds would eventually be moved out to a later year when an allocation is more likely (i.e. 2007-08) and probably be re-programmed for construction instead of engineering purposes.

Once this expanded preliminary engineering work has been completed by the STA and the PDT, all future detailed plans, specifications, right-of-way acquisition, and construction will become the complete responsibility of the cities of Fairfield and Vacaville.

Discussion:

Based on discussions at the Fairfield Vacaville Train Station PDT and in order to keep the project moving forward with no further delays, there was consensus that an expanded scope of work was needed to provide additional technical work based on the attached letter of request from the City of Fairfield. This additional work would be funded with \$145,000 of local transit funds) to complete the following expanded scope of work:

1. Complete the environmental documentation for the project (NEPA and updated CEQA documents).
2. Finalize various schematic site plans.

3. Follow-up on the recent request made by the Union Pacific Railroad (UPRR) for more information on grade crossings in the vicinity of the train station and finalize the track improvement plans based on comments received from UPRR.
4. Obtain approvals from the Capitol Corridor Joint Powers Board.
5. Update the cost estimates and project schedule.
6. Complete the funding strategy and other project development activities for the PDT to proceed into the final design, acquisition and construction stages.
7. Submit and obtain federal earmark grant applications to the Federal Transit Administration.
8. Assist the City of Fairfield prepare an application to the State Public Utilities Commission (PUC) regarding a potential grade separation of Peabody Road at the UPRR right-of-way.

A contract amendment with Wilbur Smith Associates (Contract Amendment # 5) has been executed to conduct this additional work.

Once this expanded preliminary engineering work has been completed by the STA and the PDT, all future detailed plans, specifications, right-of-way acquisition, and construction will become the complete responsibility of the cities of Fairfield and Vacaville.

A proposed funding agreement with the City of Fairfield has been prepared (Attachment A).

Fiscal Impact:

None. The city of Fairfield has committed \$145,000 of local funds to cover the entire cost of additional scope of work and will be included in the 2005-06 STA budget

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the City of Fairfield for \$145,000 of local funds for additional project assistance to complete the preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.

Attachments:

- A. Agreement for Funding for the Fairfield-Vacaville Intermodal Train Station Study between the City of Fairfield and the Solano Transportation Authority
- B. Letter dated February 15, 2005 from City of Fairfield committing \$145,000 of local funds for the Fairfield-Vacaville Train Station.

STA Agreement No. _____

**AGREEMENT FOR FUNDING FOR THE FAIRFIELD/VACAVILLE
INTERMODAL TRAIN STATION STUDY
BETWEEN
THE CITY OF FAIRFIELD 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 65000 et seq., hereinafter referred to as "STA", and the CITY OF FAIRFIELD, a municipal corporation, hereinafter referred to as "FAIRFIELD";

RECITALS

WHEREAS, FAIRFIELD and STA desire to plan, through the preparation of an FAIRFIELD/VACAVILLE Train Station Study, for the enhancement of public transit train service for the City of Fairfield and the City of Vacaville along the Capitol Corridor thought an underlying consultant services agreement between STA and Wilbur Smith and Associates which services are further set forth in Exhibit "A" to this Agreement consisting of the STA staff report to the STA Board dated June 8, 2005 and Attachment B thereto, all of which are incorporated herein as though set forth in full; and

WHEREAS, FAIRFIELD has agreed to contribute \$145,000 of Transportation Development Act funding toward 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, FAIRFIELD has determined that the expenditure of funds to assist with preparation of said Study will advance a public purpose and is therefore permitted by law.

TERMS

NOW, THEREFORE, STA and FAIRFIELD 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 STA of

the Fairfield/Vacaville Intermodal Trains Station 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 has created a Fairfield/Vacaville Intermodal Train Station Study, as set forth in greater detail in EXHIBIT A, which is attached hereto and incorporated herein by this reference.

3. **Compensation.** FAIRFIELD shall pay STA upon receipt of an invoice requesting payment from FAIRFIELD One Hundred Forty-five Thousand dollars (\$145,000) following execution of this agreement by both parties

4. **Method of Payment.** All payments shall be made only upon presentation by STA to FAIRFIELD of an invoice in a form acceptable to FAIRFIELD. 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 FAIRFIELD may monitor the work performed by STA.

6. **Indemnification.** FAIRFIELD 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 FAIRFIELD 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 FAIRFIELD, shall be delivered to the FAIRFIELD 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, Suite130
Suisun City, CA 94585

FAIRFIELD

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

12. **Subcontracts.** STA is hereby given the authority to contract for any and all of the tasks necessary to create the Study and to this end STA has entered into a contract with Wilbur Smith and Associates.

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. FAIRFIELD, 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 FAIRFIELD 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 CITY OF FAIRFIELD.

20. Conflict of Interest. STA hereby covenants that it presently has no

interest not disclosed to FAIRFIELD 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 FAIRFIELD 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.

CITY OF FAIRFIELD,
A municipal corporation

SOLANO TRANSPORTATION
AUTHORITY

By _____
Charles Beck, Public Works Director

By _____
Daryl Halls, Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Counsel to the CITY OF FAIRFIELD

By _____
Counsel to the STA

EXHIBIT "A"

SCOPE OF WORK

The scope of work is set forth in the following documents attached hereto and incorporated herein as set forth in full:

1. STA staff report to the STA Board dated June 8, 2005.
2. Attachment "B" to said staff report from City of Fairfield.



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Home of
Travis Air Force Base

FEB 15 2005

Department of Public Works

February 15, 2005

COUNCIL

Mayor
Karin MacMillan
707.428.7395Vice-Mayor
Harry L. Price
707.429.6298Councilmembers
707.429.6298Jack Batson
John English
Marilyn Farley...
City Manager
Kevin O'Rourke
707.428.7400...
City Attorney
Greg Stepanovich
707.428.7419...
City Clerk
Arletta K. Cortright
707.428.7384...
City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465...
Finance
707.428.7496...
Fire
707.428.7375...
Human Resources
707.428.7394...
Planning &
Development
707.428.7461...
Police
707.428.7551...
Public Works
707.428.7485Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Place
Suisun City, CA 94585

Re: Fairfield/Vacaville Train Station - Additional Consulting Assistance

Dear Daryl:

On February 3, 2005, the Project Development Team (PDT) for the Fairfield/Vacaville intermodal train station met, and identified a number of issues which need additional work. These issues are grouped into the following general areas: (1) CEQA/NEPA, (2) preliminary design, and (3) coordination with Union Pacific Railroad (UP) including the state PUC, and could be completed by Wilbur Smith Associates (WSA), if your contract with WSA was amended and approved by your Board. I have attached (Attachment A) a simple summary of the issues, and included an explanation as to why I believe this is the best course of action at this time.

Also, per the MOU between the cities of Fairfield and Vacaville, both cities have TDA allocations approved for these types of activities, and would reimburse the STA for all costs above the previously approved State Transportation Improvement Program (STIP) funds, which the PDT is currently utilizing for all work. Once the PDT is convinced it has a workable solution with UP for the final track design, the City of Fairfield will pursue a contract for the final engineering phase for the train station. The final engineering contract will be between the City and a private consultant.

Please note that the PDT and I have been very pleased with the performance of Wilbur Smith Associates and their sub-consultants, and I am convinced they have the appropriate expertise to complete these tasks.

Please contact me at 428-7493 your earliest convenience regarding this proposal. Thank you for your consideration.

Sincerely,

CHARLES J. BECK, P.E.
Director of Public Works

Attachment A

Fairfield/Vacaville Train Station Scope and Budget for Additional Consulting Services

The Solano Transportation Authority (STA) has a contract with Wilbur Smith Associates (WSA) currently, for tasks related to the development of the Fairfield/Vacaville train station. This contract is funded through State Transportation Improvement Program (STIP) funds, of which \$125,000 was budgeted for the Fairfield/Vacaville station, and approximately \$50,000 has been spent, resulting in an available balance of \$75,000. The Project Development Team (PDT), including staff from the STA and the cities of Fairfield and Vacaville, have determined that approximately \$220,000 in additional consulting services are needed to complete the environmental phase, obtain conceptual approval from the Union Pacific Railroad (UP) for the station's track design, and begin the process for the approval of a grade crossing application from the California Public Utilities Commission (PUC).

Based upon the above, Fairfield respectfully requests the STA amend their contract with WSA to include the work described below, and Fairfield agrees to pay the STA for all costs, which exceed the available balance (\$75,000) of STIP monies. Fairfield shall use monies from previously approved TDA allocations for these payments, including a TDA allocation approved by MTC for Vacaville.

Task	Cost
CEQA/NEPA	\$120,000
Preliminary Engineering	\$ 50,000
Coordination w/UP and PUC	\$ 50,000
Total Additional Costs	\$220,000
 Budgeted Funds	
Original STIP Available for Project	\$125,000(1)
STIP Funds Spent To Date	\$ 50,000
Balance of STIP Available	\$ 75,000
 Cost of Additional Work	 \$220,000
Minus Available STIP	\$ 75,000
Balance of Funds (TDA) Needed	\$145,000

(1) A total of \$2.125 million in STIP funds were programmed for the Fairfield/Vacaville train station, but due to the "freeze" of funds by the California Transportation Commission (CTC), additional funds remain unavailable at this time.



DATE: June 8, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: FY 2004-05 Proposed Budget Revision

Background:

On July 14, 2004 the STA Board approved the FY 2004-05 annual budget with total revenues and expenditures estimated at \$6.33 million. At the January 2005 meeting, the Board approved mid year budget revisions resulting from the close out of FY 2003-04 and various changes to revenues and expenditures experienced as of December 2004. The mid-year budget revision increased the total annual budget to \$6.61 million. Since then, further updated cost and revenue information for FY 2004-05 has become available. This information has been compiled and is presented as a revision to the adopted FY 2004-05 budget.

Discussion:

The proposed FY 2004-05 budget revision now totals \$6.48 million as highlighted in Attachment A. Highlighted areas indicate recommended changes from the FY 2004-05 budget adopted in January 2005. Key FY 2004-05 budget revisions are summarized below:

Operations and Administration Expenditures

- Salary and benefits costs have been reduced to reflect an estimated savings of \$17,900 due to vacant positions being filled later than expected. The Expenditure Plan budget of \$76,000 is reduced by \$5,000 and will be carried over to FY 2005-06. These two changes result in a total Operation and Administration expenditures budget reduction of \$22,900.

Project Development Expenditures

- Expenditures for the Jepson Parkway EIR were reduced by \$15,000 and the funding for the EIR has been revised. The federal earmark funds for the project were reduced by \$40,000 this fiscal year. These funds will be carried into FY 2005-06. Additionally, \$25,000 in STP funds is recommended to be reallocated to the Jepson Parkway EIR from the CMP Update/Regional Impact Fee Study. The STA Board opted not to implement the Feasibility Study this year.

Strategic Planning Expenditures

- \$35,000 budgeted in FY 2004-05 for the Transit Consolidation Feasibility Study will be carried forward to FY 2005-06, when expenditures are expected to be incurred.

- The CMP Update/Regional Impact Fee Study originally budgeted for FY 2004-05 will not be done this year with the directive of the STA Board.

Revenues

- Gas tax revenues of \$22,900 not used for Operations and Administration Expenditures this fiscal year will be carried forward to next fiscal year.
- STAF revenues for studies will be carried forward to next fiscal year.
- The balance remaining in the federal earmark for Jepson Parkway will be carried forward to FY 2005-06.

This budget revision is based on the most current estimates available. With the close of the fiscal year and the completion of the annual financial audit, FY 04/05 carryover Revenue will be amended into the FY 05/06 at a future board meeting.

Recommendation:

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

Attachment

- A. Proposed FY 2004-05 Budget Revision.

SOLANO TRANSPORTATION AUTHORITY
FY 2004-05 BUDGET - Proposed Revisions
 June 8, 2004

REVENUES		
General Fund	Adopted FY 04-05	Proposed FY 04-05
Gas Tax (Reserve Account)	\$30,000	\$30,000
Interest	\$0	\$0
STP	\$847,006	\$847,006
Gas Tax¹	\$254,185	\$231,285
YSAQMD	\$16,000	\$16,000
AQMD/ECMAQ	\$3,000	\$3,000
STIP	\$188,510	\$118,510
TCRP 25.2	\$60,000	\$60,000
DMV/AVA	\$11,000	\$11,000
STIP-TAP	\$25,438	\$25,438
TCRP 25.3	\$50,000	\$50,000
FTA 5310	\$0	\$0
Trails	\$3,000	\$3,000
TDA Art. 4/8	\$373,753	\$373,753
TDA Art. 3	\$0	\$0
TFCA	\$452,237	\$452,237
STAF⁵	\$538,669	\$498,669
LIFT	\$33,034	\$33,034
CBO	\$51,420	\$51,420
RIDES	\$355,000	\$355,000
Sponsors	\$38,000	\$38,000
Subtotal	\$3,310,252	\$3,197,352

TFCA Program		
TFCA	\$163,219	\$163,219
Subtotal	\$163,219	\$163,219

Abandoned Vehicle Abatement Program		
DMV	\$339,000	\$339,000
Subtotal	\$339,000	\$339,000

Jepson Parkway		
STIP	\$8,063	\$8,063
STP ⁴		\$25,000
Demo 1528 ³	\$185,000	\$145,000
Subtotal	\$193,063	\$178,063

North Connector		
TCRP 25.2	\$553,000	\$553,000
Subtotal	\$553,000	\$553,000

Solano Paratransit Capital		
FTA 5310	\$127,200	\$127,200
STAF (match)	\$34,050	\$34,050
Subtotal	\$161,250	\$161,250

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

I-80/680/SR 12 Interchange		
TCRP 25.3	\$1,843,000	\$1,843,000
Subtotal	\$1,843,000	\$1,843,000

TOTAL, ALL REVENUE	\$6,612,784	\$6,484,884
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EXPENDITURES		
Operations & Administration	Adopted FY 04-05	Proposed FY 04-05
Operations Management/Administration ¹	\$1,021,924	\$1,004,024
STA Board of Directors	\$44,225	\$44,225
Expenditure Plan ²	\$76,000	\$71,000
Contributions to STA Reserve Account	\$30,000	\$30,000
Subtotal	\$1,172,149	\$1,149,249

SNCI		
SNCI Management/Administration	\$442,588	\$480,888
Employer/Van Pool Outreach	\$19,000	\$19,000
SNCI General Marketing	\$112,385	\$112,385
Fall Campaign	\$20,000	\$20,000
Bike to Work Campaign	\$15,000	\$15,000
BikeLinks Maps	\$0	\$0
Incentives	\$57,085	\$57,085
Specialized City Services	\$3,000	\$3,000
Guaranteed Ride Home Program	\$10,000	\$10,000
Transit Management Administration	\$30,000	\$10,000
Rio Vista Van Pool Program	\$33,034	\$29,734
Community Based Transit Study	\$51,420	\$36,420
Local Transit Studies	\$129,295	\$129,295
Napa Van Pool Incentives	\$3,000	\$3,000
Subtotal	\$925,807	\$925,807

Project Development		
Project Management/Administration	\$178,160	\$178,160
STIP Project Monitoring	\$11,100	\$11,100
Paratransit Coordinating/PCC	\$42,000	\$42,000
Traffic Safety Plan Update	\$10,000	\$10,000
Union Ave/Main St Feasibility Study	\$10,000	\$10,000
SR 113 MIS/Corridor Study		
SR 12 Bridge Study		
SR 12 MIS Operational Strategy	\$10,000	\$10,000
Jepson Parkway EIR ^{3,4}	\$193,063	\$178,063
North Connector PA/ED	\$553,000	\$553,000
Solano Paratransit Capital	\$161,250	\$161,250
I-80/680/780 Corridor MIS	\$50,000	\$50,000
I-80/680/12 Interchange PA/ED	\$1,843,000	\$1,843,000
Subtotal	\$3,061,573	\$3,046,573

Strategic Planning		
Planning Management/Administration	\$305,350	\$305,350
SolanoLinks Marketing	\$84,000	\$84,000
General Marketing	\$32,000	\$32,000
Events	\$30,000	\$30,000
Model Development/Maintenance	\$128,139	\$128,139
Solano County TLC Program	\$88,683	\$88,683
Comprehensive Transportation Plan		
Countywide Pedestrian/Trails Plan	\$2,000	\$2,000
Transit Consolidation Feasibility Study ⁵	\$35,000	\$0
Oakland/Auburn Commuter Rail Study	\$37,354	\$37,354
FFVV Rail Station Design	\$93,510	\$93,510
Route 30	\$25,000	\$25,000
CMP Update/Regional Impact Fee Study ⁶	\$50,000	\$0
SR 12 Transit Study ⁷	\$40,000	\$35,000
Jepson Parkway Concept Plan Update		
TFCA Programs	\$163,219	\$163,219
DMV Abandoned Vehicle Abatement Program	\$339,000	\$339,000
Subtotal	\$1,453,255	\$1,363,255

TOTAL, ALL EXPENDITURES	\$6,612,784	\$6,484,884
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Shaded areas indicate changes from the FY 2004-05 Budget adopted on January 12, 2005.

Budget Notes:

1. Operation & Administration under budget of \$17,900, due to the vacant positions filed late in the fiscal year.
2. Expenditure plan under budget of \$5,000, carryover to FY 2005-06.
3. Jepson project will carryover funding budget of \$40,000 for FY 2005-06 from TEA-21.
4. The \$25,000 budget for the CMP Update/Regional Impact Fee is now reallocated for the Jepson project in FY 2004-05.
5. Transit Consolidation Feasibility Study funding of \$35,000 from STAF, carryover for FY 2005-06.
6. The CMP Update/Regional Impact Fee project budgeted for \$50,000 will not be done in FY 2004-05.
7. SR 12 Transit Study - overall project was under budget \$5,000 from the STAF funds, carryover for FY 2005-06.
8. The STP-TLC budgeted for \$25,000, is a carryover for FY 2005-06.



DATE: May 31, 2005
TO: STA Board
FROM: Andrew Fremier, Director for Projects
RE: Contract Amendment No. 6 – Project Delivery Management Group
for Project Management Services for the I-80/I-680/SR12 Interchange
(including North Connector) Project

Background:

On January 10, 2001, the STA Board approved the selection of the Project Management Delivery Group (PDMG) to serve as the Project Manager for the I-80/I-680/I-780 Corridor Study. On February 13, 2002, the STA Board extended the term of the contract with PDMG to December 31, 2003 and added Project Management responsibilities for the Environmental (PA/ED) Phase for Segment 1 of the Corridor, the I-80/I-680/SR12 Interchange. Included within the Interchange, but as a separate project with independent utility, is the North Connector project. On May 28, 2004 the STA Board authorized the contract extension with PDMG that was subsequently extended to June 30, 2004.

Discussion:

Since the inception of the Corridor Study, PDMG has done an excellent job of managing this complex project and moving it toward completion. Under the guidance of Dale Dennis, the PDMG Project Manager, the Corridor Study Final Report was issued July, 14, 2004. In addition to managing the Corridor Study, PDMG provides project management services on the complex and lengthy Project Approval/Environmental Documents (PA/ED) phase of the I-80/I-680/SR 12 Interchange and North Connector projects.

The Draft Environmental Document for the North Connector project, an Environmental Impact Report/Environmental Assessment (EIR/EA), will be complete by late 2005 with a final document scheduled for mid-2006. Completing the PA/ED for the North Connector will allow design and construction to move forward within the next few years. The draft environmental document for the Interchange project is currently scheduled for circulation in August of 2007, with an anticipated Record of Decision by spring of 2008.

The PA/ED phases of these projects are funded through the Traffic Congestion Relief Program (TCRP). Although the California Transportation Commission (CTC) has allocated the full amount for each project (\$9.4M for the Interchange and \$3.0M for the North Connector), the State budget problems require the legislature to appropriate the funds on an annual basis. The Governor's recently released May Revision to the FY 2005-06 State Budget include funds to continue TCRP projects with current allocations, thus funding to continue with these projects should be available for FY 2005-06.

The current contract amendment expires on June 30, 2005. The North Connector and Interchange projects continue to progress in a satisfactory manner, STA staffs recommends extension of the consultant contract for Project Management services be for 3 months, through September 30, 2005. During this period the STA staff will work with the Consultant to develop a work plan and financial summary for the remainder of the environmental phases for both projects. Continuity of project staff is critical, however due to recent changes in STA staff, the recommendation will allow for a more complete evaluation of project costs and schedule.

Fiscal Impact:

There are no impacts to the STA General Fund. Staff currently estimates that there is sufficient funds to complete the project management services for the North Connector, however there will need to be an augmentation to both time and costs for the remainder of the development of the environmental document for the Interchange project.

Recommendation:

Authorize the Executive Director to amend the contract time only for the consultant contract with the Project Delivery Management Group for Project Management Services for the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector projects until September 30, 2005.



DATE: May 27, 2005
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: FY 2005-06 TDA Distribution for Solano County

Background:

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 85, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Discussion:

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC, the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals.

At the April Consortium and TAC meetings, an initial draft of the FY 2005-06 TDA Matrix was shared. The matrix reflected the amounts for those agencies that have submitted their TDA figures by service or program and there were several inconsistencies. These inconsistencies were addressed at a meeting held on May 12, 2005. With the input from all jurisdictions at that meeting and with a few follow up discussions, a Final Draft TDA matrix has been prepared (Attachment A). This TDA matrix was reviewed and recommended for approval by the Consortium and TAC at their meetings on May 25, 2005.

New TDA revenue projections were received from MTC May 13, 2005 (Attachment B). All of the projections are lower than previously estimated and assumed in the projected carryover balance on the TDA matrix (see comparison on Attachment C). MTC and STA staff suggest that claimants may want to keep this information in mind if the lower

estimates are higher than the balance remaining for their jurisdiction; this is the case Solano County. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

Fiscal Impact:

The amount of TDA revenue assumed in the STA FY2005-06 budget for STA transit planning is consistent with the attached TDA matrix.

Recommendations:

Approve the countywide TDA Matrix for Solano County for FY 2005-06 as shown on Attachment A.

Attachment:

- A. Final draft of TDA Article 4/8 Matrix for FY 2005-06
- B. FY 2004-05 TDA Carryover Balance Estimates (05/05)
- C. Comparison of 02/05 and 05/05 TDA Carryover Estimates

DRAFT v 051905a	TDA Article 4/B FY 2005-06										Balance										
	TDA Est from MTC 2/23/05	Projected Carryover 6/30/05	Available for Allocation FY 05-06 (1)	Benicia Transit	Dixon Transit	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit	Demand Response (3)		Local Paratransit (3a)	Solano Paratransit (4)	Route 20 (5)	Route 30 (4)	Route 40 (6)	Routes 85 STA 90 and 91 (7)	Transit Studies (8)	Transit Capital (9)	Streets & Roads (10)	Total
Benicia	911,108	925,143	1,065,321	599,740					30,000	336,895	29,180	59,734	59,734	59,734	106,462	133,000	16,932	15,000	0	994,859	70,462
Dixon	551,726	58,330	610,056	450,000					164,983	401,207	191,151	59,734	59,734	59,734	106,462	133,000	107,720	2,041,932	0	570,846	33,210
Fairfield	3,495,954	960,249	4,456,203			1,155,321					9,615									4,361,510	94,693
Rio Vista	211,748	575,502	787,250			100,000														416,018	371,232
Suisun City	924,606	325,743	1,260,349			619,297			5,695	110,536	45,683	126,000	59,734	59,734	31,500	160,000	28,590	55,440	200,000	990,241	260,108
Vacaville	3,209,124	1,972,454	5,181,578				1,257,000		69,000	390,000	175,126	15,000							750,000	4,175,049	1,006,529
Vallejo	4,086,487	358,930	4,445,417					3,635,537	5,000	565,000	27,601	15,000	34,845	34,845	42,500	25,000	126,135	20,406	540,000	710,352	118,745
Solano County	664,771	63,931	728,702									141,000	248,892	180,462	175,000	493,000	20,406			209,845	n/a
Other	14,055,524	5,240,282	18,524,876	599,740	460,000	1,774,618	100,000	1,257,000	3,635,537	1,803,638	478,356	141,000	248,892	180,462	175,000	493,000	433,099	25,000	3,245,372	16,755,392	1,979,329
NOTES: (1) Does Not include FY 2004-05 claims processed after 1/31/05. These claims must be subtracted from available amount. (2) Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91. (3) Taxi Service, etc (3a) Vallejo paratransit includes demand response/taxi (4) Claimed by FST for all agencies. Other is STAF (5) Route 20 is claimed by FST for all agencies except Vacaville (6) Route 40 is claimed by FST for all agencies except Vacaville (7) Claimed by Vallejo Transit for all agencies except Vacaville. Fairfield and Solano County fund portions of 85, 90 and 91 from their amounts. (8) Claimed by STA for all agencies (9) Transit Capital purchases include bus purchases, maintenance facilities, etc. (10) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.																					
** The Budgeting "formulas" for all intercity routes and Solano Paratransit are being evaluated. Therefore, these numbers are subject to change.																					

2005 Solano Ending Balance

FY 2004-05 AVAILABLE NET ASSETS BASED ON ORIGINAL ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY	
	FY 2004-05 Revised Estimate
FY 2004-05 Original Estimate	13,842,714
13. County Auditor Estimate	
FY 2004-05 Planning and Administration Charges	
14. MTC Administration (0.5% of line 13)	69,214
15. County Administration (0.5% of line 13)	69,214
16. MTC Planning (3.0% of line 13)	415,281
17. Total Charges (Lines 14 + 15 + 16)	553,709
18. TDA Generations Less Charges (Line 13-17)	13,289,005
FY 2004-05 TDA Apportionment By Article	
19. TDA Article 3.0 (2.0% of line 18)	
20. TDA Funds Remaining (Line 18-19)	278,816
21. TDA Article 4.5 (5.0% of line 20)	13,023,225
22. TDA Article 4/8 (Line 20-21)	13,023,225
	14,521,690
	72,608
	72,608
	435,651
	580,868
	13,940,822
	278,816
	13,662,006
	13,662,006

TDA APPORTIONMENT BY JURISDICTION					
Column	A	B	C	D	E
	6/30/2004	FY 2004-05 Revised Estimate	FY 2004-05 Paid & Encumbered	FY 2004-05 Article Transfer	FY 2004-05 Available for Allocation
Apportionment Jurisdications	Balance (with interest)				
Article 3	469,303	278,816	715,811		32,309
Article 4.5	469,303	278,816	715,811		32,309
SUBTOTAL					
Article 4/8					
Benicia	54,923	897,147			126,332
Dixon	337,554	535,635			41,529
Fairfield	2,871,941	3,399,540			865,556
Rio Vista	405,056	189,877			572,083
Suisun City	573,088	890,514			298,835
Vacaville	4,389,489	3,114,311			1,883,936
Vallejo	127,970	3,983,266			240,185
Solano County	21,995	651,717			43,957
SUBTOTAL	8,782,016	13,662,006	18,371,610	-	4,072,412
GRAND TOTAL	9,251,319	13,940,822	19,087,421	-	4,104,720

MTC Revised FY2004-05 TDA Carryover Revenue Projections
 May 13, 2005

Comparison with MTC Feb 05 Revenue Projections and Local Jurisdiction Projections

	02/23/2005	Projected	Total - A	Projected	Total - B	Difference	Local	Over/Under
	Rev Est	Carryover - A		Carryover - B		(TotA v TotB)	Projected	
		(02/05)		(05/05)			Balance ⁽¹⁾	
Benicia	\$ 911,108	\$ 925,143	\$ 1,836,251	\$ 126,332	\$ 1,037,440	\$ 27,881	\$ 70,462	\$ 42,581
Dixon	\$ 551,726	\$ 58,330	\$ 610,056	\$ 41,529	\$ 593,255	\$ 16,801	\$ 39,210	\$ 22,409
Fairfield	\$ 3,495,954	\$ 960,249	\$ 4,456,203	\$ 865,556	\$ 4,361,510	\$ 94,693	\$ 94,693	\$ -
Rio Vista	\$ 211,748	\$ 575,502	\$ 787,250	\$ 572,083	\$ 783,831	\$ 3,419	\$ 371,232	\$ 367,813
Suisun City	\$ 924,606	\$ 325,743	\$ 1,250,349	\$ 298,835	\$ 1,223,441	\$ 26,908	\$ 260,108	\$ 233,200
Vacaville	\$ 3,209,124	\$ 1,972,454	\$ 5,181,578	\$ 1,883,936	\$ 5,093,060	\$ 88,518	\$ 1,006,529	\$ 918,011
Vallejo	\$ 4,086,487	\$ 358,930	\$ 4,445,417	\$ 240,185	\$ 4,326,672	\$ 118,745	\$ 118,745	\$ -
Solano County	\$ 664,771	\$ 63,931	\$ 728,702	\$ 43,957	\$ 708,728	\$ 19,974	\$ 18,350	\$ (1,624)
Total	\$ 14,055,524	\$ 5,240,282	\$ 19,295,806	\$ 4,072,413	\$ 18,127,937	\$ 396,939	\$ 1,979,329	\$ 1,582,390

Notes:
 (1) FY05/06 Balance projection



DATE: May 31, 2005
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Program Services

Background:

The Solano Transportation Authority's Solano Napa Commuter Information (SNCI) program has been operating a rideshare program in Solano County since 1979. As was the case with many rideshare programs around the State, the program was originated by Caltrans. The program primarily served Solano County until Napa County was added to the program's service area about six years ago.

The SNCI program has been a valuable resource for alternative transportation services and information to Solano and Napa counties. The counties and transit operators perhaps best know SNCI for its provision of services and information for carpooling and vanpooling, but SNCI also provides extensive transit trip planning assistance, outreach, and marketing. Local and intercity bus services, Baylink Ferry, AMTRAK, and other local and regional transit services are highly promoted and supported by SNCI. Besides transit, local jurisdictions' bicycle facility improvements have been also been promoted. While advancing the region's rideshare program goals, the SNCI program has built strong local partnerships to deliver services and products locally of high value to the public, businesses, and other organizations throughout Solano and Napa counties

In 1995, rideshare programs throughout the State were transitioned from Caltrans to primarily regional transportation planning agencies. The Metropolitan Transportation Commission (MTC) became responsible for the Bay Area's rideshare programs. MTC funded two entities in the Bay Area to deliver what have become to be known as Regional Rideshare Program (RRP) services: RIDES for Bay Area Commuters and the SNCI program. Since 1995, MTC has funded the RIDES and SNCI program through two different five-year agreements. The second five-year agreement ends in FY2004-05.

Through a competitive bid process, MTC recently selected a new regional rideshare contractor, Parsons Brinckerhoff (PB), for core services, including ridematching database management, who will replace RIDES effective July 1, 2005. The term of the funding agreement between MTC and PB is through FY2010-11.

Description:

The Metropolitan Transportation Commission's (MTC) Regional Rideshare Program has been the largest and most reliable funding source for the SNCI program for ten years.

The other major funding source is County Program Manager Transportation Funds for Clean Air (TFCA) funds allocated by the STA. This funding source is on a year-by-year allocation.

As part of the Regional Transportation Plan (RTP) 2030, the decision was made by MTC to reduce RRP funding overall by 30%. This reduction is reflected in the funding agreements and results in a 30% reduction in the regional contractor's and SNCI's revenue from MTC. For SNCI, the annual funding will be reduced from \$355,000/year to \$240,000/year.

A funding agreement for the next six-years has been negotiated between MTC and the STA for continued funding of the SNCI program. It has the same term as the regional contract with PB: FY2005-06 through FY2010-11. Each year, the STA's SNCI program will receive up to \$240,000 to perform the services outlined in the Scope of Work shown on Attachment A on a reimbursement basis. Contra Costa and San Mateo transportation demand management (TDM) programs have entered into similar but smaller agreement for employer TDM outreach and services. SNCI is the only sub-regional program in the Bay Area that will be funded for not only employer TDM services and outreach, but also other TDM services. This will allow SNCI to continue offering the same range of services (employer, vanpool, telephone, etc.) as it has in the past. This MTC funding agreement is the only revenue secured beyond FY2006-07 for the SNCI program.

To maintain the quantity of services and funding at the existing level (\$355,00), an alternate revenue source was made available through a separate agreement between the STA and MTC. For two years (FY2005-06 and FY2006-07) Eastern Solano County Congestion Management Air Quality (Eastern CMAQ) funds allocated to Solano will be claimed for the SNCI program. This will be in the amount of \$115,000 for these two fiscal years.

Fiscal Impact:

The revenue generated from the MTC multi-year funding agreement as well as the \$115,000 of Eastern CMAQ funds has been assumed in the STA's proposed FY2005-06 budget.

Recommendation:

Authorize the Executive Director to execute the MTC funding agreement for Regional Rideshare Program services for the SNCI program for the period of FY2005-06 through FY2010-11.

Attachment:

A. Funding Agreement Scope of Work

SCOPE OF WORK

The Solano Transportation Authority shall designate Solano Napa Commuter Information (SNCI) to act on behalf of, incorporate the identity of, and support the mission and goals of, the Regional Rideshare Program (RRP) to perform the following tasks in Solano and Napa Counties:

Operate the Ridematching System (RMS)

1. Obtain necessary equipment to operate the RMS in accordance with protocols established by the RRP Contractor and approved by MTC's Rideshare Program Project Manager.
2. Provide online, personally customizable ridematching capabilities to customers accessing the RMS through the SNCI website.
3. Coordinate with the RRP Contractor to ensure necessary system access.
4. Coordinate with, and support, the RRP Contractor on any changes to, and/or processes to change, the RMS.
5. Provide mail and telephone ridematching services.
6. Develop and implement strategies that add registrants to the database who are interested in carpooling or vanpooling.
7. Develop and implement strategies that encourage database registrants to form carpools or vanpools.

Provide Vanpool Services for vanpools with origins or destinations in Solano and Napa Counties

1. Form new vanpools through employers and general public services.
2. Help vanpools comply with state law:
 - a. Monitor laws and regulations concerning Commuter Vanpools (Vehicle Code, bridge tolls, etc.)
 - b. Provide technical support to vanpools (e.g., check, print and provide free DMV driver MVRs (Motor Vehicle Records) and DMV medical paperwork;
 - c. Provide DMV sworn statement and medical green cards to qualified vans;
 - d. Provide full or partial reimbursement for medical examination for drivers of full-size (11-15 passengers) vans;
 - e. Provide free "511 Vanpool" vehicle signs/magnets that comply with state law.
3. Help existing vanpools stay in operation, including but not limited to:
 - a. Process city vanpool parking permits.

- b. Process bridge scrip qualification forms and distribute scrip in conformance with Caltrans policy.
- c. Support drivers, regarding rules and regulations (and interpretation thereof) pertaining to vanpools and carpools.
4. Provide information to the RRP Contractor to maintain vanpool records using the RRP Ridematching System, including coordinator, driver, origin, destination, intermediary stops, shift, van type, and legal compliance status.
5. Cooperate with the RRP Contractor to develop a clear vanpool delivery partnership, including how to determine which service provider credits the vanpool toward its targets

Conduct Employer Outreach

1. Identify employers that do not have TDM programs or are not aware of the services provided by the RRP Contractor and/or SNCI. Introduce these employers to TDM.
2. Encourage and assist employers that do not have TDM programs to implement programs at their worksites, including use of the RRP ridematching system (RMS).
3. Work with employers that may already have TDM programs and assist them to improve the quality and substance of the products and services they offer.
4. Provide ongoing communications to employers with TDM programs and those without that are interested in hearing about RRP and SNCI news and offerings.
5. Coordinate with other local TDM program providers and the RRP Contractor to ensure the same employers are not solicited multiple times and to facilitate contact with multi-site employers.
6. Coordinate with the RRP Contractor and the RRP TAC to consistently track products and services or improvements that employer offer (i.e., "sales").
7. Coordinate with the RRP Contractor and the RRP TAC to consistently assess the state of employer programs within the County and measure progress toward additional penetration into the employer market.
8. Maintain an employer outreach database.
9. Make the employer outreach database available to MTC and TDM partners for communications and mailings, as requested by MTC's Rideshare Program Project Manager, or designee, or distribute communications and mailings requested by MTC's Rideshare Program Project Manager, or designee, to employers in the SNCI employer outreach database
10. Coordinate with the RRP Contractor to develop any regional campaign, event, promotions, etc. that has an employer outreach or RMS element to ensure that the campaign can be

implemented in Solano and Napa Counties. Implement such activities and tailor activity materials provided by the RRP as necessary.

11. Support and facilitate the entry of employee names into the ridematching database.

Telephone Services

1. Operate the ridematching telephone service function of the 511 traveler information system for Solano and Napa Counties by responding to rideshare, bicycling, Sacramento airport calls, commuter incentives, transit (SolanoLinks) via 511.
2. Obtain and maintain necessary telecommunications equipment to provide ridematching services, including providing “point to telephone numbers” to which the 511 system will connect for each of the 511 telephone service functions.
3. Coordinate with MTC’s 511/511.org staff on changes to 511 call flows and scripts and 511.org Rideshare modifications.
4. Maintain reporting capabilities that facilitate monitoring of the 511 service, including tracking customer usage by call type.

General Program Marketing

1. Use the RRP’s identity and phone number/website (511/511.org) to accomplish the delegated tasks, as outlined in *Attachment D*, “RRP Marketing & Customer Communications Requirements”.
2. Work with other local agency TDM program providers and CMAs and MTC to develop a uniform way to integrate county program identities with 511. (See *Attachment D*, “RRP Marketing & Customer Communications Requirements.”)
3. Coordinate with the RRP Contractor to develop regional campaigns, events, promotions, etc. Implement such activities and tailor activity materials provided by the RRP Contractor as necessary. Produce campaign marketing materials.
4. Market 511.org rideshare services in Solano and Napa counties through home-end marketing and other non-employer based methods including staffing non-employer events.
5. Provide TDM assistance to local organizations and regional partners as needed.

Program Planning

1. Ensure that work scope and funding arrangements between MTC and STA are established.
2. Participate in RRP TAC meetings and any relevant TAC Working Group meetings. These meetings shall serve as the forum for coordination with CMAs accepting delegation, the RRP Contractor, and MTC’s Rideshare Program Project Manager on:
 - a. Provision of services in this Scope.

- b. RRP Contractor development of materials that will be used for employer outreach;
 - c. RRP Contractor development of any regional events or campaigns involving work with employers; and
 - d. Performance reporting on services in this Scope.
3. Participate with MTC’s Rideshare Program Project Manager (or designee), the Bay Area Air Quality Management District (BAAQMD), the RRP Contractor and other involved CMAs in the TFCA Joint Reporting Working Group to develop, refine and agree by consensus on a joint RRP Transportation Fund for Clean Air (TFCA) application and reporting process. Through consensus by the working group, update the process as needed over time.
 4. Implement the application and reporting process that is collaboratively developed, and consensually agreed to, by members of the TFCA Joint Reporting Working Group. Implement the process according to the schedule consensually established by the TFCA Joint Reporting Working Group, including the official launch date and possible pilot.
 5. As agreed upon by the TFCA Joint Reporting Working Group, include any of the following program activities if they are implemented by SNCI in the joint TFCA application and reporting process: employer outreach, vanpool incentives, transit incentives, carpool incentives, matchlist processing, matchlist placement calls/follow-up activities, vanpool formation, provision of airport information, provision of general Transportation Demand Management information, carpool to transit, or guaranteed ride home program. Implement these programs as a partner of the RRP Contractor and other involved CMAs and report their results through the RRP Contractor for TFCA purposes. Allow additional program activities implemented by SNCI that are not mentioned in the above list to be considered for inclusion as the joint reporting process is updated by the TFCA Joint Reporting Working Group as described above.
 6. Through the TFCA Joint Reporting Working Group and the RRP TAC, coordinate program activities on an annual basis to ensure there no duplication of service between the RRP Contractor and local program activities.
 7. Meet performance outcomes necessary to facilitate a successful joint TFCA regional fund application (i.e., meet and, as necessary, exceed TFCA cost-per-ton effectiveness goals to allow continued TFCA funding for the RRP Contractor).
 8. Monitor and report program performance, and coordinate with the RRP Contractor as necessary, and as consensually agreed upon by the joint TFCA working group, to provide data to the RRP Contractor to complete joint TFCA applications and reports.
 9. Provide the following measurements on a quarterly basis using the format shown in *Attachment B* to the RRP Contractor by the 10th of the month following the end of the quarter. Strive to achieve the annual targets established by MTC and the TAC.

MEASUREMENT	FY05-06 SNCI TARGET
Clients Placed	2,110
New Ridematch Registrants (aka New Matchlist Requests)	3,778

Placement Calls	2,666
Average Annual Database Size	2,666
New Vanpools Formed	35
Vanpool Fleet Size	200
# new employers during the year	85
# of active employers (average) during the year	65
# of maintenance employers (average) during the year	285

Definitions:

CLIENTS PLACED

The sum of the number of new matchlist requests, matchlist updates and placement calls multiplied by the annual placement rate, plus the number of people joining vanpools based on the vanpool formation activity tracked by SNCI. A duplication factor is applied to matchlist updates and follow-up phone calls to account for people who receive a new matching and a matchlist update, a new matchlist and a placement call, or a placement call and a matchlist update in the same time period.

$$\text{Clients Placed} = ((\text{new matchlist requests} + \text{matchlist updates (duplication factor)} + \text{placement calls (duplication factor)}) * \text{placement rate}) + \text{new vanpoolers.}$$

SNCI should use the placement rate and duplication factors provided by the RRP Contractor. Quarterly clients placed is an estimate of placements using the placement rate calculated in the previous fiscal year.

NEW RIDEMATCH REGISTRANT OR NEW MATCHLIST REQUEST

A person who has entered the ridematching database within a designated period of time (e.g., within the last quarter) and for whom a ridematch list is generated. A person may be counted as a new ridematch registrant even if the person is in the database for only a short while (e.g., enters and deletes him/herself on the same day), as long as the person obtains a matchlist.

MATCHLIST UPDATE

A revised matchlist generated for a customer who is already in the database. The matchlist update could be self-generated through the online system or by SNCI. Matchlist updates are often prompted through SNCI's follow-up contact alerting an existing customer that a new person has entered the database who was not on the customer's original matchlist. Matchlist updates are also frequently produced for vanpool drivers.

PLACEMENT CALLS

Follow up phone calls to people already in the database to pro-actively work with them to expand their match search and find carpool partners.

PLACEMENT RATE

The percentage of people who make a change to a non-SOV mode within a specified period of time after service contact with SNCI. The RRP Contractor calculates the annual placement rate for use by SNCI.

AVERAGE ANNUAL DATABASE SIZE

The average number of people enrolled in the ridematching database during the year. When reporting quarterly, SNCI should report the average number of people enrolled the database from Solano and Napa counties during the quarter.

NEW VANPOOLS FORMED

The number of vanpools that went into service during the course of a designated time period that SNCI had a direct hand in helping to form. SNCI can take credit for any van formed if it performs at least one of the following steps:

- Establish new driver,
- Work with the driver, employer or database to find possible riders,
- Provide the driver with posters, etc. to market the pool,
- Working with the driver to find a vehicle,
- Bring the driver and the possible riders together at a formation meeting,
- Provide an incentive to the driver or passengers, either directly from the RRP to the driver or passenger or from the RRP to the commuter's employer, TMA, or other entity acting on behalf of the commuter.
- Provide technical support to the driver (e.g., medical exam)

VANPOOL FLEET SIZE

The number of vans in the ridematching database that are considered SNCI's vans as coordinated with the RRP Contractor.

ACTIVE EMPLOYER

An employer or employer site that has received services from SNCI or participated in an SNCI program within the last two years. At a minimum, the employer's involvement includes:

- Hosting an on-site employee transportation event, **or**
- Requesting advice about TDM programs, **or**
- Requesting program information to distribute to employees and/or clients, **or**
- Being willing to distribute program information to employees and/or clients, **or**
- Implementing/offering another program activity specific to SNCI, **and**
- Providing an "ETC-type" contact, (i.e., a current contact who acts as a liaison between SNCI and the employer).

The amount of time and the duration needed to work with an active employer will vary with the level of activity requested by the employer. Active employers become maintenance employers if the ETC-type contact is lost or if the employer has not minimally participated in the last two years.

MAINTENANCE EMPLOYER

An employer or employer site in SNCI's database that receives general employer mailings or e-mail updates from SNCI on a periodic basis, but at least annually. Maintenance employer address information is current.

NEW EMPLOYER

New employers are not a separate category from active and maintenance employers. A new employer can be either a "new active employer" or a "new maintenance employer."

New Active Employer

An employer that is classified as an active employer for the first time during the fiscal year. A new active employer could be an employer that is solicited for the first time or a "maintenance employer" that takes advantage of one of SNCI's programs for the first time.

New Maintenance Employer

An employer that is classified as a maintenance employer for the first time during the fiscal year. A new maintenance employer is an employer that is solicited for the first time but does not minimally participate in an SNCI program.

1. Work with the RRP Contractor to develop a definition of employer "sales" made. Track the number of employer sales for possible inclusion as a future target.



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

Background:

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

Solano is the only county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Five out of eight jurisdictions currently use TDA funds for streets and roads (Dixon, Rio Vista, Suisun City, Vacaville and the County of Solano). This will be reduced to four in FY2005-06 when Dixon will not be using TDA for streets and roads purposes. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process of determining if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

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

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

Discussion:

MTC held its Solano County Unmet Transit Needs hearing for the FY 2005-06 TDA funding cycle in December 2004. MTC compiled the comments which were transmitted to the Consortium members and the TAC in January and to the STA Board in February.

In preparing a coordinated response to MTC, STA staff has worked with the appropriate transit operator in drafting the responses to each of the issues. The coordinated response should provide MTC with substantive information supporting one of the following for each issue:

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

The issues and draft responses are attached (Attachment A). These were reviewed and approved by the TAC and Consortium in May. Once the STA approves the responses, they will be forwarded to MTC for the review and approval, and allow the FY 2005-06 TDA claims to be promptly processed for streets and roads purposes.

Fiscal Impact:

None to the STA budget. The STA Board's approval of the Unmet Transit Needs responses in June will allow their review and potential approval by MTC at their first meeting in July and expedite Solano TDA streets and roads claims. One jurisdiction has submitted its streets and roads TDA claim.

Recommendations:

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

Attachment:

A. Unmet Needs Issues and Responses Table

Unmet Transit Needs FY05/06
Issues and Assignments

Issue	Transit Agency to Respond	TDA Usage	Type of Response	STA Draft responses
1	<p>San Francisco-Vallejo Route 80 Bus Service and Connections to Other Lines: a) Request for later and more frequent bus service between Vallejo and San Francisco. b) One commenter requested that Vallejo Transit Route 80 delay its last departure from El Cerrito Del Norte BART station to Vallejo by 10 minutes to allow transfers from Golden Gate Transit Route 42. Current schedules do not allow that connection. c) Once in Vallejo, the commenter would like to be able to travel, upon request, with Vallejo Transit Route 85 to Vacaville, which normally terminates in Fairfield.</p>	Vallejo Transit	<p>Transit only</p> <p>#1 These issues have been addressed through recent changes in service and #4 This issue has been resolved through an alternative means of addressing it.</p>	<p>a) In April 2005, Vallejo Transit significantly (from 72 one-way weekday trips to 131 one-way weekday trips) increased their service on Rt. 80 which connects Vallejo to BART/San Francisco. Weekday ferry service (including the complementary bus connection between the ferry buildings in Vallejo and San Francisco) was also increased from 15 roundtrip/day to 27 roundtrips/day.</p> <p>b) Vallejo Transit (VT) Rt. 80's last departure from El Cerrito del Norte BART station is at 10:54pm. Golden Gate Transit's (GGT) Rt. 40/42 has arrivals at 10:09pm and 11:09pm. The request to hold the last VT Rt. 80 bus for the 11:09pm GGT Rt. 40/42 arrival; this would result in a 15-minute delay now. Riders may use the GGT Rt. 42 arrival at 10:09pm to catch the last Rt. 80 to Vallejo. The number of transfers between this Rt. 40/42 trip and the VT 80 10:54pm departure is very low. There are more passengers on board who would be delayed by 15 minutes if the bus waited for GGT Rt. 40/42. Vallejo Transit uses all of its TDA funds for transit. Studies of late evening service have shown the lowest productivity. Thus, if this request was implemented, it would require reallocating funds from higher productive services.</p> <p>c) In April 2005, Vallejo Transit implemented Rt. 92 which connects Vallejo to Vacaville. Later evening is provided by</p>

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2	<p>Route 40 Service: a) Request for more weekend bus service from Cordelia to the Fairfield mall, in part to reduce the approximately two hours it takes to travel by transit from Cordelia to Rolling Hills. b) The last Route 40 bus departs the Pleasant Hill BART Station at 7:30 p.m. Later service in the evening is requested. c) A new bus stop at Gold Hill Road in Cordelia is requested.</p>	Fairfield Suisun Transit	Transit only	#3 Issues have been addressed in recent studies	<p>interlined service of Rt. 80 and Rt. 92 with a 10:15pm Rt. 80 departure from El Cerrito del Norte becoming a Rt. 92 route and arriving in Vacaville at 11:42pm</p> <p>a) FST Rt. 40 does not operate on weekends. FST Rt. 7 does operate on Saturday and connects the Cordelia area of Fairfield to the Rolling Hills area via Route 3. On Saturdays, Rt. 7 operates on 2-hour headways. Cordelia and Rolling Hills are both primarily areas of low-medium density housing subdivisions, located at opposite ends of Fairfield and are over 5 miles apart by freeway route. To maximize service coverage throughout Fairfield, the local transit routes travel on the freeway only when there is no other alternative. Rt. 7 connects Cordelia to the primary local transfer location at Solano Mall which is the transfer location to FST Rt. 3A/3B which serves Rolling Hills. Routes 3 and 7 have somewhat circuitous routes between the Fairfield Mall and the outer areas of the city (Cordelia and Rolling Hills) and serve many other areas of the city as well. This contributes to the somewhat long travel time. To improve the travel time, headways on Rt. 7 could be increased. However, according to the latest FST SRTP, Rt. 7's Saturday productivity is one of the lowest of the system. The last Route 40 bus departs the Pleasant Hill BART Station at 7:30 p.m. Later service from Pleasant Hill BART Station would be less productive.</p> <p>b) One additional Route 7 stop was recently added on Gold Hill Road in Cordelia. A future Gold Hills Road Park & Ride Lot is planned with Route 40 service planned at that time.</p> <p>c) Local Fairfield Suisun Transit buses operate on a pulse system. Six</p>
3	<p>Timely Transfers at Fairfield Mall: Request for better coordination of Fairfield Suisun Transit services.</p>	Fairfield	Transit	#4 Issues	<p>Local Fairfield Suisun Transit buses operate on a pulse system. Six</p>

05/31/2005

	<p>coordination of Fairfield-Suisun Transit service transfers at the Fairfield Mall. Commenter reports missed connections, resulting in one-hour waits.</p>	Suisun Transit	only	<p>have been addressed through alternative means</p>	<p>of the seven routes convene at the primary local route transfer location of the Fairfield/Solano Mall. Arrivals and departures occur on the hour and half hour and there is a five-minute layover period to allow passengers to transfer among routes. Additionally, FST established policy is to wait an <i>additional</i> five minutes past the scheduled departure time if connections are late. Five of the routes have half hour headways. The one remaining route has a headway that varies between hourly and one and a half hour headways. This route has the lowest ridership productivity. Fairfield Suisun Transit uses all of its TDA funds for transit purposes.</p>
4	<p>Rio Vista Transit Service: Expanded transit service is requested beyond the currently provided dial-a-ride services operated by the City of Rio Vista in order to address growing transit demand from continuing population growth in Rio Vista. Service is needed especially from Rio Vista along Highway 12 to serve Suisun City, the Suisun City train station, Fairfield, the Fairfield Mall, also including other attractions in this corridor. Furthermore, the increasing number of elderly residents will increase the demand for transit services, particularly with the construction of the "Active Adult Community".</p>	Rio Vista Transit	Transit and Streets & Roads	<p>#1 and #2. Issues has been addressed through recent changes and will be further address by changes in service in FY05/06.</p>	<p>Rio Vista recently completed a local transit study. New services that increased transit service on Hwy 12 were implemented in February 2005. Previously, there was service between Rio Vista and Fairfield one day a week and in February this was doubled to two days a week. New resources have also been secured which will be used to further increase in service.</p> <p>Rio Vista is participating in the STA's Highway 12 Transit Corridor Study that was begun at the beginning of 2005. This study will review existing services and demand along Hwy 12 from Napa County to Rio Vista and further east as well. It will analyze future demand and service needs and result in an implementation plan.</p>
5	<p>Service to Solano Community College: Request for enhanced service to the Solano Community College for residents of both Benicia and Vallejo at levels similar to those provided to Diablo Valley College in Contra Costa County.</p>	Benicia Transit & Vallejo Transit	Transit Only	<p>#4 Issue addressed through alternative means</p>	<p>Benicia Transit offers service to Diablo Valley College (DVC) from downtown Vallejo and Benicia hourly from 8:45am to 6:54pm and every half hour from 6:40am to 8:45am. Vallejo Transit offers hourly service from downtown Vallejo to Solano Community College (SCC). Benicia residents must ride Benicia Transit to Vallejo and then transfer to Vallejo Transit Rt. 85 which operates longer than Benicia Transit: from 5:35am to 9:35pm. Comparing the service to DVC, the service span is greater to SCC, the service</p>

	<p>frequency is better to DVC only for a 2-hour period. To enhance service, more direct service from Benicia to SCC could be envisioned as the enhancement. The current arrivals of Benicia Transit to the Rt. 85 transfer point typically requires a 46-minute layover at York/Marin in Vallejo.</p> <p>The new Benicia Transit Short Range Transit Plan currently under development will recommend various scenarios for providing improved transit services in the city of Benicia as well as to Contra Costa County and Vallejo. Several alternatives include rescheduling the Benicia Transit fixed route to meet Baylink Ferry, BART, the County Connection and all of the Vallejo Transit and Baylink Express routes that depart on the :30, including the Vallejo Transit Rt. 85 to Solano College.</p>	<p>Vacaville management has committed to work with MTC and devote the financial resources needed to advance this project within the coming months. A letter of commitment has been prepared and is being submitted in conjunction with the coordinated STA response to these Unmet Transit Needs Issues.</p>
		<p>#2 This issue will be addressed by changes in service planned to take place between now through FY2005-06</p>
		<p>Transit and Streets & Roads</p>
	<p>Vacaville City Coach</p>	
6	<p>Vacaville's Participation in the 511 Regional Transit Information System: The objective of MTC's 511 Regional Transit Information System (RTIS) is to collect and consolidate service data from all transit providers in the region, linking all local service data into a single transit network that the public can use to easily travel across transit jurisdiction boundaries. The success of this system is based on accurate and up-to-date information from individual transit agencies. To maintain this critical information flow, MTC has agreements with over 20 Bay area transit providers to collect and maintain their transit data. Specifically in Solano County, MTC has completed initial data collection for all Solano County transit operators for RTIS development with the exception of the City of Vacaville. The City of Vacaville has yet to establish a commitment to participate with MTC in the RTIS. MTC staff initiated contact with Vacaville staff three years ago. A year ago both parties</p>	

agreed in principle to a general plan for adding Vacaville's service data to the RTIS, but Vacaville's progress on implementing this plan appears to have stalled. As part of this agreement, the City would contract with a consultant to do the initial data collection and set up the RTIS in light of limited city staff resources. Also agreed upon was that once the system was in place, MTC would bear the on-going expense of updates to the service data whenever there are route or schedule changes. A draft MOU, outlining these points of agreement and describing mutual responsibilities, was sent to Vacaville in February of last year for review by Vacaville, but no comments or feedback were returned to MTC. MTC's most recent follow-up request for a response last April remains unanswered. This draft MOU will undergo additional revisions by MTC and Vacaville before finalizing an agreement. Based on experience with data collection for the Fairfield-Suisun Transit participation in RTIS during 2004, the realistic level of funding required for the consultant to assist Vacaville to collect data is now estimated at \$16,000-\$17,000. In conclusion, the next steps would be the execution of an MOU between the City of Vacaville and MTC; and the execution of a contract between the City of Vacaville and a contractor to complete the initial data collection phase of RTIS.

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
PAULINE CLANCY, Vice Mayor
CHUCK DIMMICK
STEVE HARDY
STEVE WILKINS



APR 25 2005

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

April 20, 2005

Department of Public Works
Office of the Director

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

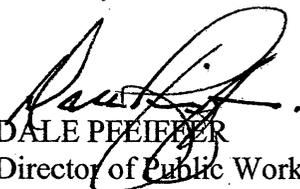
SUBJECT: UNMET TRANSIT NEEDS

Dear Ms. Richards:

The Metropolitan Transportation Commission (MTC) conducted an "Unmet Transit Needs" hearing for FY 2005-06 during the month of December 2004. One of the findings pertains to the City of Vacaville participation in 511 Regional Transit Information System (RTIS). The sole purpose of the RTIS System is to collect and consolidate service data from all transit providers so that the public can easily travel across transit boundaries throughout nine Bay Area counties.

Vacaville City Coach is committed to work with MTC and devote the financial resources needed to proceed with this project in the near future. The City is in the process of submitting a TDA Claim for the next fiscal year and is requesting additional funding to support these expenses. As soon as MTC approves our claim, we will be in a position to forward these funds to MTC for hiring a consultant to complete this task.

Sincerely,



DALE PFEIFFER
Director of Public Works

c: Gian Aggarwal

DEPARTMENTS: Area Code (707)

TDD (707) 449-5162 or California Relay Service 7-1-1

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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DATE: May 25, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing & Legislative Program Manager
RE: Extension of Contract for Moore Iacofano Goltsman (MIG) for Marketing Services for STA, SolanoLinks, and SNCI Program Marketing Plan 2005 (Phase I)

Background:

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

The STA also coordinates the marketing of SolanoLinks intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, and other activities. An identity is currently being developed specifically for Solano Paratransit.

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

Discussion:

The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past two years to assist in this effort. In January the STA Board approved an amendment to the existing contract in the amount not-to-exceed \$84,000 to include marketing of new Regional Measure 2 (RM 2) services, bringing the total contract to \$267,000. In February, the STA Board approved a \$25,000 allocation to the City of Vallejo for RM 2 marketing, reducing the contract amount to \$242,000.

MIG has completed a number of projects under this contract. Some projects are in process and nearing completion. The current contract expires June 30, 2005, and would need an amendment to extend the length of the contract in order to complete these projects. Due to delays in marketing projects brought about by the STA Marketing staff position being vacant for 8 months, staff is recommending a time extension of the contract through December 31, 2005.

There is currently a balance of \$57,000 in the marketing budget, including approximately \$17,000 that was carried over from FY 2002-03 and FY 2003-04. This remaining amount is sufficient to fund marketing strategies already targeted through the end of the calendar year. Specific tasks identified include developing a paratransit logo, completing the 'Working For You' brochure, reprinting the 'Commuter Guide' and 'SolanoLinks Schedule,' and developing a 'Guaranteed Ride Home' piece.

STA staff is working to develop an outline for a multi-year marketing plan (Phase II) for the STA as a whole and for STA managed programs including SolanoLinks, Solano Paratransit, and SNCI. Input from the Consortium and TAC will be requested. The goal is to increase public awareness and to inform the public about the STA and these programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented.

Once approved, the marketing plan outline will be used to advertise for the future marketing consultant. Staff will be requesting input and approval from the STA Board to authorize the release of a Request for Qualifications for a marketing contractor. The selection of the marketing contractor will be presented to both the Consortium and TAC for their review prior to consideration by the STA Board.

Fiscal Impact:

The extension of the MIG contract will have no fiscal impact. The funding is included in the approved FY2004-05 STA budget. The funds are a combination of STA Marketing, SolanoLinks Marketing and SNCI Marketing.

Recommendation:

Extend the existing contract through December 31, 2005, for Moore Iacofano Goltsman (MIG) for marketing services for STA, SolanoLinks Transit, and SNCI Program Marketing Plan 2005 (Phase I).



DATE: May 31, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Appointments to Solano Bicycle Advisory Committee and Solano Pedestrian Advisory Committee

Background:

The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The committees are responsible for providing funding and policy recommendations to the STA Board on bicycle and pedestrian related issues. The BAC is also responsible for implementing and updating the Countywide Bicycle Plan, and similarly, the PAC is responsible for implementing and updating the award winning Countywide Pedestrian Plan.

Membership is slightly different from each committee and consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (see Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board

Discussion:

City of Fairfield Mayor, Karin MacMillan, has recently nominated Patrice Morgan to be the PAC representative for the City of Fairfield. Ms. Morgan has volunteered for several organizations in the past, including the League of Women Voters and Walnut Creek Park Recreation, and Open Space Commission. Ms. Morgan also is currently involved in the Solano Land Trust, Fairfield Neighborhood Watch Program, and Friends of Solano Regional Park District. She has attended the last two PAC meetings (including a joint meeting with the STA BAC) and has expressed a strong desire to become a member of the PAC.

There are several other PAC vacant positions. STA staff will continue to advertise the remaining PAC vacant positions and will work with each agency to nominate potential candidate members in the near future.

The only vacancy on the STA's BAC is the member-at-large position. Barbara Wood, resident of the City of Benicia, has expressed interest in being appointed to this position. Ms. Wood is an avid cyclist with experience in organized bicycling events since 1988, including participating as a member of the Benicia Bicycle Club. Ms. Wood has attended several BAC meetings this year and has also participated in joint meetings with the PAC. The BAC membership will be complete upon appointment of Ms. Wood.

Recommendation:

Appoint the following members for a three-year term:

1. Patrice Morgan- Pedestrian Advisory Committee City of Fairfield Member
2. Barbara Wood- Bicycle Advisory Committee Member-at-Large Member

Attachments:

- A. STA Bicycle Advisory Committee and Pedestrian Advisory Committee Membership Roster
- B. Nomination letter for Patrice Moran
- C. Letter of Interest from Barbara Wood

Bicycle Advisory Committee Membership Roster

City and County Representation:	
Benicia	J.B. Davis (Chair Person)
Dixon	Jim Fisk
Fairfield	Randy Carlson
Vallejo	Mick Weninger
Rio Vista	Larry Mork
Solano County	Glen Grant
Suisun City	Michael Segala
Vacaville	Ray Posey
Member-at-Large:	<i>Vacant (Prospective Member- Barbara Wood)</i>

Pedestrian Advisory Committee Membership Roster

City and County Representation:	
City of Benicia	Jim Erickson
City of Suisun	Michael Segala
City of Vacaville	Mary Woo
City of Fairfield	<i>Vacant (Prosepective Member - Pat Moran)</i>
City of Vallejo	<i>Vacant (Prospective Member- Lynne Williams)</i>
City of Dixon	<i>Vacant</i>
County of Solano	<i>Vacant</i>
City of Rio Vista	<i>Vacant (Prospective Member- Larry Mork)</i>
Member at Large:	
Benicia Resident	Allen Deal
Other Agency PAC Representation:	
Tri City and County Cooperative Planning Group	Eva K. Laevastu (Chair Person)
Bay Area Ridge Trail Council	Kathy Blume
Solano County Agriculture Commission	<i>Vacant</i>
San Francisco Bay Trail Program	<i>Vacant</i>
Solano Community College	<i>Vacant</i>
Solano Land Trust	<i>Vacant</i>



Mayor Karin MacMillan

Home of Travis Air Force Base

MAY 12 2005

COUNCIL

- Mayor Karin MacMillan 707.428.7395
Vice-Mayor Harry T. Price 707.429.6298
Councilmembers 707.429.6298
Jack Batson
John English
Marilyn Farley

May 10, 2005

Robert Z. Guerrero
Associate Planner
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

Re: Nomination to the STA's Pedestrian Advisory Committee

Dear Mr. Guerrero:

I have reviewed the resume of Patrice J. Moran and am nominating her for the STA's Pedestrian Advisory Committee. If approved by your Board, she will be the Fairfield representative to the committee.

If you have any questions, please contact me.

Very truly yours,

[Handwritten signature of Karin MacMillan]

Karin MacMillan
Mayor

KM/cma

DEPARTMENTS

- Community Services 707.428.7465
Finance 707.428.7496
Fire 707.428.7375
Human Resources 707.428.7394
Planning & Development 707.428.7461
Police 707.428.7551
Public Works 707.428.7485

400 Reed Court
Benicia, Ca. 94510

April 19, 2005

Robert Z. Guerrero
Associate Planner
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, Ca. 94585

Re: Solano Bicycle Advisory Committee

I have recently attended meetings of the Solano County Bicycle Advisory Committee and would like to be considered for membership if a slot should become available.

I have been involved with organized bicycling since 1988, and have served the Benicia Bicycle Club in various capacities including President. I also lead rides in the county for a larger Contra Costa based bicycle club.

Please let me know if you need additional information. You can contact me at 707-745-6353 or e-mail at Phinkudo@aol.com.

Sincerely,


Barbara J. Wood

400 Reed Court
Benicia, Ca. 94510

May 20, 2005

Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, Ca 94585

RE: Barbara J. Wood, Bicycling Resume

I have been an avid cyclist since joining the Benicia Bicycle Club in 1987. I believe people need to be encouraged to get out of their cars and onto their bicycles. Walking to available public transportation also results in one less car on the road.

When working in San Francisco, I often commuted via the Vallejo Ferry. When working in Benicia's Industrial Park, commuting by bicycle became a common occurrence. I believe in riding my bicycle, or walking, to run errands and encourage others to do the same.

I am an active member of both the Benicia Bicycle Club and the Dublin, California based Valley Spokesmen. I often volunteer to lead bicycle rides touring various parts of Solano County. I have ridden, and continue to ride, extensively in the East Bay, Marin, Napa, and Sonoma, counties and have toured many parts of the United States by bicycle.

I served as President of the Benicia Bicycle Club and have been active in local bicycle issues, particularly involving the intersection of Columbus Parkway and Rose Drive. I've attended several meetings of the Benicia Traffic, Pedestrian, and Bicycle Safety Committee.

I also hike with the Benicia Day Hikers and the Vallejo Thursday group.

I am currently retired and have the time, energy, knowledge, and experience to serve the Bicycle Advisory Committee in a meaningful way.

Sincerely



Barbara J. Wood



DATE: June 2, 2005
TO: STA Board
FROM: Andrew Fremier, Director of Projects
RE: Jepson Parkway Contract Amendment No. 6 – Jones & Stokes Associates, Inc.

Background:

The Concept Plan for the Jepson Parkway project proposes a 4-lane roadway connecting Vacaville, Solano County, Fairfield and Suisun City from I-80 at Leisure Town Road to SR12 at Walters Road. The project is divided into 10 segments for design and construction purposes.

This project is one of the four priority projects in Solano County supported by the STA for Federal funding. Two Federal grants were authorized in 1998 in the Federal reauthorization bill for transportation - \$2.35M for Walters Road Widening between Bella Vista Drive and E. Tabor Avenue and \$12.1M for any segment of the Jepson Parkway. The \$12.1M was distributed by the STA Board as follows: \$400K for the Vanden/Peabody Intersection realignment; \$2.2M for Walters Road Extension; and \$9.5M for the I-80/Leisure Town Road Interchange. At the February 2003 Board meeting, the STA Board authorized using all of the Federal earmark funds to move projects to construction if STIP funds are in jeopardy and to ensure that future Federal and STIP funds replace funds moved to other segments.

Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City).

The I-80/Leisure Town Road Interchange (Vacaville) is currently under construction.

Discussion:

The development of the environmental document has been delayed for several reasons, including scope changes and process review times. In preparing for the revised date of completion of the document STA staff determined that the effective date of the current contract needs to be extended through a contract amendment. It is therefore imperative that the existing contract be extended through amendment 6 to allow for proper contract administration procedures to be in place.

The time extension associated with amendment 6 will be used to develop a new completion schedule, and cost estimate for the revised environmental document. Additionally, STA staff will be briefing the Jepson Parkway sub committee by July of this year regarding the current project status. The briefings will provide members of the committee a complete picture of the project, the schedule for completion of the environmental document and the proposed budget changes with the associated financial plan. Part of the financial plan will include

anticipated local funding that the City of Fairfield will be contributing to assist in the evaluation of the environmental impacts associated with the Walters Road extension in Fairfield.

Fiscal Impact:

There are no impacts to the STA General Fund, for this contract amendment. Staff currently estimates that there are sufficient funds to continue work on the environmental document for the remainder of the summer. Due to staff changes at the STA and the additional scope associated with the environmental document preparation, staff anticipates the need to augment the schedule and budget for this project. The financial plan and associated schedule changes will be developed under this amendment 6 and will be submitted this summer to the Board for approval. Staff estimates the Record of Decision to be filed no later than December 2006. Staff will be working in partnership with Caltrans and the associated federal agencies to accelerate the completion of the document.

Recommendation:

Authorize the Executive Director to amend the contract time only for the consultant contract with Jones and Stokes Associates, Inc. for the preparation of the environmental impact statement/ report until September 30, 2005.



DATE: June 8, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: FY 2005-06 Budget Revision and FY 2006-07 Proposed
Budget

Background:

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

In June 2004, the STA modified the FY 2004-05 budget at \$6.61 million and adopted the FY 2005-06 budget at \$4.93 million. A revision to the adopted FY 2005-06 budget and the new annual element of the two-year budget, FY 2006-07, is being added for Board approval at this time.

The attached two-year budget is supported by various detailed budget schedules including a comprehensive budget matrix that list each fund source and program expenditures (provided under separate cover).

Discussion:

The FY 2005-06 proposed budget revision and FY 2006-07 annual element is shown in Attachment 1. The revised FY 2005-06 expenditures and revenues are balanced at \$7.22 million plus \$270,000 in budget reserve to be recommended by the end of FY 2005-06. This reflect a change of approximately \$2.29 million. Highlights of the revisions are summarized below:

FY 2005-06 Expenditures

- Total salaries and benefits costs have increased by approximately \$135,000 from the budget adopted a year ago. Salaries and benefits are budgeted by department and are included in the "management/administration" line item within each department. This increase is due to:
 - Filling vacant positions and staffing changes resulting in more up to date information on actual salaries and benefits.
 - Revisions to benefits rates.
 - Cost of living adjustment of 2.1% based on the average of the Consumer Price Index (CPI) for US cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The previously adopted budget included a cost of living adjustment (as projected) of 2.0%.
 - Proposed revisions to three salary ranges. This proposal is described below.

- No new positions are proposed to be added in FY 2005-06.
- \$102,700 is proposed for the Expenditure Plan in FY 2005-06, a new addition from the budget adopted a year ago for this purpose.
- SNCI program expenditures for programs such as general marketing, Rideshare, Fall Campaign, incentives, Guaranteed Ride Home Program have been increased by approximately \$60,000.
- Expenditures for administering the Paratransit Coordinating Council (PCC) and related activities have been increased by \$36,944 to more appropriately reflect the level of effort STA expands in this area.
- \$35,000 has been added for a study to assess Solano Paratransit and ensure compliance with ADA requirements.
- The reprogramming of funds for the SR 12 Bridge study. The previously adopted budget shows \$150,000, but based on available funding this study is recommended to be programmed in FY 2006-07.
- The funding for Project Study Reports has been added in the amount of \$125,000. This is pursuant to Board direction to undertake PSRs for priority projects.
- SolanoLinks marketing has been reduced by approximately \$19,000 to help fund the Transit Consolidation Study.
- The Solano County TLC program increased by more than \$140,000 to reflect the amount projected to be carried forward from FY 2004-05.
- The Transit Consolidation Study has increased from \$40,000 to \$65,000 due to the later than anticipated start of the study. \$35,000 will be carried forward from FY 2004-05 for the study.
- The FF/VV Rail Station Design, previously budgeted at \$0, has been augmented with \$145,000 from the City of Fairfield.
- The Jepson Parkway Concept Plan Update is no longer budgeted for FY 2005-06. The study has been deferred until FY 2006-07, due to revenue availability and until the anticipated completion of the Jepson Parkway EIR.
- The TFCA programs and DMV Abandoned Vehicle Abatement program have been increased to reflect projected revenue availability.

FY 2005-06 Revenues

In general, changes to revenues originally budgeted for FY 2005-06 are due to better estimates obtained over the past year, or amounts carried forward for the continuation or completion of multi-year contracts or projects.

- Gas tax and Transportation Development Act (TDA) contributions have increased by about \$4,000 from the amounts originally budgeted a year ago, based on data used to calculate this revenue.
- State Transit Assistance Funds(STAF) are revised to reflect the amounts agreed upon by the SolanoLinks Transit Consortium and Technical Advisory Committee for STA planning and administration and study needs.
- Traffic Congestion Relief Program (TCRP) funds for the North Connector project and the I-80/680/SR12 interchange project have been revised to reflect the amounts carried forward from the prior year for these multi-year projects.
- \$150,000 Eastern Solano CMAQ (ECMAQ) funds were approved by the STA Board for the SNCI Program as part of the STP/ECMAQ fund swap. This is now reflected in the budget.

Cost of Living Adjustment for STA Staff

Two years ago, the Board adopted a policy for calculating cost of living adjustments for STA staff salaries. Each year the average CPI for US cities, the Western Urban areas, and the San Francisco/Oakland/San Jose urban area is averaged to obtain the percentage increase recommended for a cost of living adjustment for STA salaries. Based on the U.S. Department of Labor, Bureau of Labor Statistics, CPI – All Urban Consumers available on February 18, 2005, the average annual change in CPI for 2004 for the three areas was 2.1%. The proposed FY 2005-06 Budget revision includes a cost of living adjustment of 2.1%. Approval of the COLA requires approval by the STA Board as a separate action. The total fiscal impact of the COLA adjustment for FY 2005-06 is \$36,139.

Corrected STA Salary Ranges

The STA Salary Ranges was last amended (modification of Director of Projects position) and approved in March 9, 2005 to take effect March 10, 2005. The following salary ranges are recommended to be corrected to reflect the accurate salary ranges shown in attachment B.

1. The salary for the Executive Director is corrected to reflect Step 1, less the monthly mileage allowance.
2. The salary range for the Director of Projects is corrected to lower Step 1 through Step 3 to reflect the annual step increase of 5% for each step within the range.

Revised Salary Ranges for Specified positions

The responsibilities and scope of duties have changed significantly for three staff positions. To reflect the increase in job duties, revised salary ranges are proposed for the following positions.

1. Modify SNCI Program Director to Director of Transit and Rideshare Services.
2. Modify Project Assistant to Assistant Project Manager.
3. Modify Administrative Assistant 1 to Administrative Assistant II.

The total annual fiscal impact for these positions is \$15,368. A comparison of the current and proposed salary ranges is shown in Attachment C. In FY 2005-06, pursuant to Board direction, STA will undertake a compensation survey to determine if salaries and benefits for all positions are commensurate with other similar public agencies. The results of that study may result in future adjustment and budget revision.

Highlights of the proposed FY 2006-07 budget are summarized below:

FY 2006-07 Expenditures

- No new positions are proposed to be added in FY 2006-07.
- Salaries have been budgeted to cover annual merit/performance based review increases and for a cost of living adjustment (subject to Board approval in June 2006). The cost of living adjustment will be revised based on actual CPI data that will be available in February 2006, and presented to the Board as a budget revision in the spring of 2006.
- Benefits are planned to increase at the historical rates of increase (approximately 12% per year) for FY 2006-07.

- STA Board of Directors' expenditures are estimated to increase by 1%. These expenditures include Board member stipends, meeting expenses, and travel, and account for the increased number of subcommittee meetings.
- No expenditures are planned for the Expenditure Plan in FY 2006-07. If such an effort is directed by the Board, a reallocation of funds will be necessary and can be provided.
- By contributing another \$30,000 to the reserve account, at the end of FY 2006-07, STA will have \$300,000 in reserves.
 - SNCI program expenditures will be reduced from FY 2005-06 budget levels to reflect funding availability in FY 2006-07.
 - The I-80 High Occupancy Vehicle (HOV) lane project will commence in FY 2006-07. The project is budgeted at \$5,266,000 from Regional Measure 2 funds for that year, significantly increasing STA's overall budget. This funding will be spread out over multiple years once the project development schedule has been developed.
 - Two new Solano Paratransit vans are planned to be purchased in FY 2006-07 at a cost of \$161,250.

FY 2006-07 Revenues

- The majority of STA's core revenues such as gas tax, TDA, STAF, and MTC Rideshare are estimated to be relatively stable from FY 2005-06 to FY 2006-07. Project related sources tend to fluctuate due to the pace of expenditure on multi-year projects, and the availability of project specific grant revenues.
 - Regional Measure 2 revenues in the amount of \$5,266,000 will increase STA's annual budget by more than 85%. This will be adjusted and spread out over multiple years once the project development schedule has been developed.
 - A grant from FTA Section 5310 funds is expected to fund replacement Paratransit vans.

Recommendations:

1. Approve the revised FY 2005-06 budget and adopt the proposed FY 2006-07 budget as shown in Attachment A.
2. Approve the 2.1% cost of living adjustment for STA salaries for FY 2005-06, as included in the revised FY 2005-06 budget.
3. Approve the corrected STA Salary Range for two positions as shown in Attachment B.
4. Approve the revised salary ranges and modified job titles for three positions identified in Attachment C.

Attachment:

- A. STA FY 2005-06 Budget and Proposed FY 2006-07 Budget, June 8, 2005
- B. Corrected Salary Ranges
- C. Recommended Revised Salary Ranges

SOLANO TRANSPORTATION AUTHORITY
 FY 2005-06 BUDGET and PROPOSED FY 2006-07 BUDGET

June 8, 2005

REVENUES		
STA Fund ¹	FY 05-06	FY 06-07
Gas Tax (Reserve Account)	\$30,000	\$30,000
Interest		
STP ²	\$1,065,000	\$1,090,000
Gas Tax	\$291,789	\$270,000
YSAQMD	\$10,000	
ECMAQ	\$150,000	\$100,000
STP/PPM	\$38,000	
TCRP 25.2	\$57,740	
DMV/AVA	\$11,000	\$11,000
TCRP 25.3	\$58,900	\$58,900
MTC-Rideshare	\$240,000	\$240,000
MTC-ECMAQ	\$115,000	\$115,000
Trails	\$3,000	
TDA Art. 4/8	\$433,099	\$403,379
RM-2 I-80 HOV		\$30,000
TFCA	\$236,227	\$211,227
STAF	\$441,964	\$386,020
LIFT	\$8,335	\$8,583
CBO	\$60,000	
Other Gov't-FF/VV TS	\$145,000	
Sponsors	\$25,000	\$25,000
Subtotal	\$3,420,054	\$2,979,109
TFCA Program		
TFCA	\$152,860	\$107,773
Subtotal	\$152,860	\$107,773
Abandoned Vehicle Abatement Program		
DMV	\$342,000	\$342,000
Subtotal	\$342,000	\$342,000
Jepson Parkway		
STIP ³	\$100,000	
Demo 1528	\$40,000	
Subtotal	\$140,000	\$0
North Connector		
TCRP 25.2	\$291,960	\$0
Subtotal	\$291,960	\$0
Solano Paratransit Capital		
FTA 5310		\$127,250
Subtotal	\$0	\$127,250
I-80 HOV Lane (SR 12 to Airbase)		
RM-2 I-80 HOV		\$5,266,000
Subtotal	\$0	\$5,266,000
I-80/680/SR 12 Interchange		
TCRP 25.3	\$2,880,200	\$1,513,650
Subtotal	\$2,880,200	\$1,513,650
TOTAL, ALL REVENUE	\$7,227,074	\$10,335,782

EXPENDITURES		
Operations & Administration	FY 05-06	FY 06-07
Operations Management/Administration	\$1,114,344	\$1,135,759
STA Board of Directors	\$40,800	\$41,300
Expenditure Plan	\$102,700	\$0
Contributions to STA Reserve Account	\$30,000	\$30,000
Subtotal	\$1,287,844	\$1,207,059
SNCI		
SNCI Management/Administration	\$484,082	\$534,719
Employer/Van Pool Outreach	\$15,000	
SNCI General Marketing	\$66,044	\$21,181
Fall Campaign	\$16,000	
Bike to Work Campaign	\$12,000	
Lifeline Program	\$15,000	\$15,000
Incentives	\$30,000	
Specialized City Services	\$7,500	
Guaranteed Ride Home Program	\$10,000	
Transit Management Administration		
Rio Vista Van Pool Program	\$4,970	\$4,944
Community Based Transit Study	\$40,000	
Local Transit Studies		
Napa Van Pool Incentives	\$3,000	
Subtotal	\$703,596	\$575,844
Project Development		
Project Management/Administration	\$211,533	\$218,675
STIP Project Monitoring		
Paratransit Coordinating/PCC	\$25,000	\$35,000
Traffic Safety Plan Update	\$25,000	\$25,000
Project Study Report	\$125,000	\$118,829
Jepson Parkway	\$140,000	
SR 113 MIS/Corridor Study		\$125,000
SR 12 Bridge Study		
SR 12 MIS Operational Strategy		
SR 29 Major Investment Study		
North Connector PA/ED	\$291,960	
Solano Paratransit Assessment Study	\$35,000	
I-80/680/12 Interchange PA/ED	\$2,880,200	\$1,513,650
I-80 HOV Lane (SR12 to Airbase)		\$5,266,000
Solano Paratransit Capital		\$161,250
Subtotal	\$3,733,693	\$7,463,404
Strategic Planning		
Planning Management/Administration	\$372,501	\$352,682
SolanoLinks Marketing	\$65,020	\$75,020
General Marketing	\$32,000	\$32,000
Events	\$30,000	\$20,000
Model Development/Maintenance	\$80,000	\$80,000
Solano County TLC Program	\$182,560	\$55,000
Comprehensive Transportation Plan		
Countywide Pedestrian/Trails Plan		
Countywide Bicycle Plan		
2001-02 Bike Route Signs		
Senior and Disabled Transit Study		
Transit Consolidation Feasibility Study	\$65,000	
Dixon/Auburn Rail Study		
Oakland/Auburn Commuter Rail Study	\$5,000	
FF/VV Rail Station Design	\$145,000	
Route 30	\$25,000	
Suisun Amtrak Lot		
CMP Update/Regional Impact Fee		
SR 12 Transit Study	\$5,000	
Jepson Parkway Concept Plan Update		\$25,000
TFCA Programs	\$152,860	\$107,773
DMV Abandoned Vehicle Abatement Program	\$342,000	\$342,000
Subtotal	\$1,501,941	\$1,089,475
TOTAL, ALL EXPENDITURES	\$7,227,074	\$10,335,782

Notes:

1. Includes revenues for all departments -- Operations, SNCI, Project Development, and Strategic Planning.
2. STP includes STP Planning, TLC, and STP/STIP Swap
3. STIP a share for Jepson Parkway.



**STA SALARY RANGE
 FY 2004-05**
 With Additional 2% COLA for FY 2004-05
 Amended by the STA Board on January 12, 2005 and March 9, 2005
 Effective March 10, 2005

TITLE	JOB CLASSIFICATION	JOB						
		STEP 1	STEP 2	STEP 3	STEP 4	STEP 5		
Executive Director	Exempt	Approved	\$10,866					
Executive Director	Exempt	Correction	\$10,416					
Director of Projects	Exempt	Approved	\$8,538	\$8,988	\$9,461	\$9,958	\$10,456	
Director of Projects	Exempt	Correction	\$8,602	\$9,032	\$9,484	\$9,958	\$10,457	

PROPOSED REVISION TO STA SALARY RANGES

FY 2005-06

Monthly Salaries With 2.1% COLA

FY 2005-06 With 2.1% COLA

Status	TITLE		STEP 1	STEP 2	STEP 3	STEP 4	STEP 5
Current	Program Director	Monthly	\$5,778	\$6,067	\$6,370	\$6,689	\$7,023
		Annual	\$69,334	\$72,801	\$76,440	\$80,263	\$84,282
Proposed	Director of Transit & Ridshare Services	Monthly	\$6,689	\$7,023	\$7,374	\$7,743	\$8,130
		Annual	\$80,268	\$84,276	\$88,488	\$92,916	\$97,560
Annual Difference			\$10,934	\$11,475	\$12,048	\$12,653	\$13,278
Current	Projects Assistant	Monthly	\$3,151	\$3,309	\$3,473	\$3,648	\$3,831
		Annual	\$37,810	\$39,709	\$41,681	\$43,776	\$45,970
Proposed	Assistant Project Manager	Monthly	\$4,146	\$4,356	\$4,573	\$4,802	\$5,040
		Annual	\$49,755	\$52,267	\$54,877	\$57,621	\$60,476
Annual Difference			\$11,946	\$12,558	\$13,195	\$13,845	\$14,506
Current	Administrative Assistant	Monthly	\$2,800	\$2,938	\$3,085	\$3,240	\$3,403
		Annual	\$33,595	\$35,261	\$37,026	\$38,876	\$40,836
Proposed	Administrative Assistant II	Monthly	\$3,151	\$3,309	\$3,473	\$3,648	\$3,831
		Annual	\$37,810	\$39,709	\$41,681	\$43,776	\$45,970
Annual Difference			\$4,215	\$4,447	\$4,656	\$4,901	\$5,134



DATE: May 27, 2005
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: State Transit Assistance Funds (STAF) Proposed Funding Plan
for FY 2005-06 and FY 2006-07

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

Discussion:

Solano County receives approximately \$420,000 per fiscal year in STAF funds. STAF funds have been used for a wide range of activities in Solano County, including providing matching funds for the purchase of buses, funding several local and countywide transit studies, funding transit marketing activities, covering intercity transit operating shortfalls when the need arises, and supporting STA transportation planning efforts.

Member agencies, through their Intercity Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit. Attached is the proposed STAF Program Allocation for FY 2005-06 STAF program (Attachment A) and a preliminary project list for FY 2006-07. The draft of the STAF program was discussed at the April Consortium and TAC meetings. Representatives from all jurisdictions were invited and well represented at a meeting held on May 12, 2005 to discuss the STAF candidate projects and overall funding for the program. At the meeting, there was general consensus on the attached 2-year program.

Subsequent to the May 12 meeting, STA staff identified an increase in STAF funding for Solano County. Because all FY 2005-06 requests were included in the list, the increase of \$137,000 has been included in the carryover for FY 2006-07. The additional funds have been distributed to two underfunded projects: Transit Consolidation Implementation Study and Intercity Transit Services in the amounts of \$35,000 and \$115,000 respectively. A balance of \$107,904 remains for future programming.

Fiscal Impact:

The attached proposed STAF funding for FY2005-06 and preliminary FY2006-07 have been included in the proposed FY2005-06 and FY2006-07 Solano Transportation Authority budgets.

Recommendation:

Approve the FY 2005-06 STAF project list on Attachment A and preliminary FY 2006-07 STAF project list on Attachment B.

Attachments:

- A. Draft STAF Program Allocation for FY 2005-06
- B. Draft initial FY 2006-07 STA project list

DRAFT
**State Transit Assistance Funds Program
Allocation for FY2005-06**

Northern Counties STAF

<i>Revenue Estimates</i>	<u>FY05-06</u>
Projected FY 2004-05 Carryover ¹	\$134,965
FY 2005-06 STAF Estimate (MTC, 2/05) ²	<u>\$560,939</u>
Total.....	...\$695,904

<i>Projects/Programs</i>	
Intercity Transit Operations Assistance (VT, Rt. 85)	\$175,000
Intercity Transit Operations Assistance (FST, Rt. 30)	\$ 35,000
Transit Planning & Studies (STA)	\$105,000
SolanoLinks Marketing (STA)	\$ 98,000
Transit Consolidation Study (STA)	\$ 40,000
Dixon Medical Shuttle ³ (Dixon)	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴ (Dixon)	\$ 10,000
Lifeline Program Administration (STA)	\$ 15,000
Lifeline Projects Match	\$ 27,000
Expenditure Plan (STA)	\$ 28,000
<u>ITS Transit Equipment (FST)</u>	<u>\$ 45,000</u>
TOTAL.....	...\$588,000
Balance	\$107,904

Regional Paratransit

<i>Revenue Estimates</i>	<u>FY05/06</u>
Projected FY 2004-05 Carryover	\$ 17,947
FY2005-06 STAF Estimate	<u>\$175,997</u>
Total.....	..\$193,944

<i>Projects/Programs</i>	
Vallejo Paratransit Operations (VT)	\$ 88,000
Paratransit Vehicles Capital Replacement Fund (Solano Paratransit)	\$ 34,000
Paratransit Coordination, PCC (STA)	\$ 36,944
<u>Solano Paratransit Assessment Study(STA)</u>	<u>\$ 35,000</u>
TOTAL	\$193,944
Balance	\$ 0

¹ Includes \$120,000 returned to STA in FY04-05 for unused funds previously allocated to transit studies in Vallejo and Fairfield

² State Transit Assistance Population Based Funds Estimate from MTC Resolution 3686 02/23/05

³ Approved by STA Board 01/05; Yr 2 of 3-yr funding

⁴ 2nd year of match for MTC LIFT 3-yr project grant

Preliminary Draft
State Transit Assistance Funds Program
Allocation for FY2006-07

Northern Counties STAF

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover	\$107,904
<u>FY 2006-07 STAF Estimate¹</u>	<u>\$560,939</u>
Total.....	\$668,843

<i>Projects/Programs</i>	
Transit Planning & Studies (STA)	\$110,000
SolanoLinks Marketing (STA)	\$ 98,000
Dixon Medical Shuttle ² (Dixon)	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ³ (Dixon)	\$ 10,000
Lifeline Program Administration (STA)	\$ 15,000
Lifeline Project Match	\$ 27,000
Expenditure Plan ⁴ (STA)	\$ 30,000
Fairfield Local Transit Study (FST)	\$ 60,000
Intercity Transit Operations Assistance ⁵ (VT & FST)	\$150,000
<u>Transit Consolidation Implementation Study (STA)</u>	<u>\$ 35,000</u>
TOTAL.....	..\$ 545,000
Balance	\$ 123,843

Regional Paratransit

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover ¹	\$ 0
<u>FY2006-07 STAF Estimate</u>	<u>\$175,997</u>
Total.....	.\$175,997

<i>Projects/Programs</i>	
Vallejo Paratransit Operations (VT)	\$ 88,000
Paratransit Vehicles Capital Replacement Fund (Solano Paratransit)	\$ 34,000
Paratransit Coordination, PCC (STA)	\$ 40,000
<u>Benicia 5310 Vehicle Match (Benicia)</u>	<u>\$ 13,997</u>
TOTAL	\$175,997
Balance	\$ 0

¹ Assumes STAF revenues constant at FY2005-06 estimated level

² Yr. 3 of 3 yr funding

³ 3rd yr of match for MTC LIFT 3-yr project grant

⁴ If needed

⁵ Rt. 30 2nd yr; Rt. 85 3rd yr; Rt. 70 1st yr



DATE: May 31, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: FY 2005-06 TDA Article 3 Program

Background:

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. 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 (e.g. Solano Transportation Authority). Two percent 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 about \$250,000 annually.

The STA's Bicycle Advisory Committee (BAC) is required by MTC to review TDA Article 3 applications and make funding recommendations for bicycle/pedestrian related projects. The BAC consists of nine (9) members, a total of eight (8) nominated by each city and county jurisdiction and a Member-at-Large appointed by the STA Board. The STA's Pedestrian Advisory Committee (PAC) was included in reviewing TDA Article 3 projects with the BAC since pedestrian improvements are eligible for TDA Article 3 funds. The PAC is a 15-member committee with membership consisting of representatives from each city and unincorporated Solano County, plus members from other agencies that include school districts, Solano Agricultural Commission and Bay Trail Program. There are currently six (6) active members with three potential candidate nominations soon to be considered by the STA Board for appointments.

The STA made an initial call for TDA Article 3 projects in January 2005. On April 20, 2005, the STA had a supplemental call for projects for FY 2005-06 funds. A few issues have since delayed the approval of projects, but the decision was made to go ahead with the allocation of FY 2005-06 TDA Article 3 funds with the intention to continue working to revise the TDA Article 3 allocation process and priorities for FY 2006-07 and beyond. In the past, a 5-Year TDA Article 3 Plan was used to determine which projects would be recommended for funding. In the previous 5-Year Plan, the County of Solano was recommended to receive \$150,000 for the Winters Railroad Bridge over Putah Creek project in FY2005-06. In addition, the City of Fairfield's Linear Park (Union Ave to North Texas segment) was also originally recommended to receive \$79,907 for FY 2005-06, but that project was completed using other local funds and no request was made for TDA Article 3 funding.

Discussion:

Solano County jurisdictions are expected to receive approximately \$327,256 in TDA Article 3 funds due to slightly higher TDA revenues and carryover funding from the previous year. The following projects were submitted to the STA for funding consideration:

<u>Agency</u>	<u>Project</u>	<u>Request</u>
City of Benicia	Military East Bike Lane	\$30,000
City of Fairfield	Solano Bikeway Extension (McGary Road)	\$100,000
Solano County	Winters Railroad Bridge over Putah Creek*	\$180,000
Suisun City	Whispering Bay Lane and Francisco Drive Crystal Middle School Area Pedestrian/ADA Safety Project	\$44,850
Suisun City	Multi-Modal Transit Center and Main St./Lotz Way Intersection- Pedestrian/ADA Safety Mitigation Project*	\$28,500
		<hr/>
		Total Requests \$383,350

(*originally two separate project request)

TDA Article 3 project summary sheets and request letters are included as attachments to this report.

The City of Benicia requested \$30,000 to complete a segment of almost a half-mile of class two bike lanes along Military East from East 5th to Park Road bike lane. This project is identified in the Countywide Bicycle Plan's Benicia to Martinez Bike Route Segment.

The City of Fairfield requested \$100,000 to complete the Draft Solano Bikeway Extension Feasibility Study and to begin designing the McGary Road segment of the bike route. The Countywide Bicycle Plan identifies this project as one of the top four priority projects in Solano County. The STA's Pedestrian Advisory Committee also considers this an important regional project and expressed their overall support, however, the PAC has not yet identified priority pedestrian projects contained identified in the Countywide Pedestrian Plan.

Solano County requested \$30,000 in addition to the previously recommended \$150,000 for the Winters Railroad Bridge over Putah Creek for a total of \$180,000. Solano County also requested a total of \$250,000 for the Vacaville to Dixon Bike Route if additional TDA Article 3 funds were available in the current year or in future allocation cycles. This request is \$100,000 more than what was recommended for the project in FY 2007-08 in the previous 5-Year Plan. STA staff will continue to work with the County to identify the Vacaville Dixon Bike Route in the Countywide Bicycle Plan as a priority project and to identify future funding sources, including TDA Article 3 funds and County Bicycle Pedestrian Program funds.

Suisun requested a total amount of \$73,350 of primarily pedestrian and ADA compliant type projects geared to school and transit access. While this segment is not specifically called out in the pedestrian plan, the Multi-Modal Transit Center and Main Street and

Lotz Way Intersection- Pedestrian/ ADA Safety Mitigation are part of the Central County Bikeway project as the final Downtown connection to the Capitol Corridor Train Station. The Whispering Bay Lane project is an important safe routes to school access improvement for children coming and going from Crystal Middle School.

Joint BAC/PAC Review

The BAC and the PAC reviewed the submitted TDA Article 3 project requests at a joint meeting on Thursday, May 19, 2005. Attachment A specifies the recommendations made by the joint committee. There was a long discussion regarding Suisun's ADA improvement projects due to the concern expressed by several members that by recommending the City of Suisun City's project other ADA improvement project requests could follow. After debating this issue thoroughly, there was a recommendation (5-3 vote) to support \$11,856 for City of Suisun City's Multi-Modal Transit Center Pedestrian/ADA Safety Mitigation Project and Main Street /Lotz Way Intersection - Pedestrian/ ADA Safety Mitigation project with the understanding that this project was unique due to the project's close proximity to the Suisun Capitol Corridor/Amtrak Station, which has inter-regional train service, express bus service, Greyhound service, and has an adjacent Park-N-Ride facility. The committee also recommended \$5,400 to provide a local match for Safe Routes to School Program funds for Suisun City's Whispering Bay Lane and Francisco Drive Crystal Middle School Area Ped/ADA Safety.

The joint committee discussed Benicia's Military East Project and had comments on the proposed striping for the class II lane widths. City of Benicia staff assured the BAC/PAC members that their project will conform to Caltrans standards for class II bike lanes. After the BAC/PAC discussed the project at length, the committee recommended \$30,000 for the Benicia's project.

The joint BAC/PAC committee also supported \$180,000 for Solano County's Winters Road Bridge over Putah Creek and \$100,000 for the City of Fairfield's Solano Bikeway Extension (McGary Rd) Project. The Solano Bikeway Project is one of the priority bicycle projects identified by the BAC.

TAC Review

The STA's Technical Advisory Committee (TAC) reviewed the projects and discussed the BAC/PAC recommendations at their meeting on Wednesday, May 25, 2005. After clarification regarding the BAC/PAC's recommendation for Suisun's ADA projects and Solano County's Dixon to Vacaville Bike Route project (proposed for 2006-07 in the previous 5-Year Plan), the TAC unanimously approved recommending the STA Board approve the TDA Article 3 projects as specified in Attachment A for a total amount not to exceed \$327,256.

Remaining Tasks

Upon approval by the STA Board, staff will work with the approved FY 2005-06 TDA Article 3 project sponsors to submit a county coordinated claim to MTC. MTC will formally approve the projects and will then work directly with each project sponsor to reimburse all costs (not to exceed approved amount) related to the project starting July 1, 2005.

Recommendation:

Approve the following:

1. TDA Article 3 Projects as specified in Attachment A for FY 2005-06
2. Resolution 2005-05 approving for FY 2005/06 TDA Article 3 Countywide Coordinated Claim (see Attachment B)

Attachments:

- A. FY 2005/06 TDA Article 3 Funding Request and Recommendation Summary
- B. Draft FY 2005/06 TDA Article 3 Countywide Coordinated Claim Resolution
- C. City of Benicia's TDA Article 3 Project Summary and Request Letter
- D. City of Fairfield's TDA Article 3 Project Summary and Request Letter
- E. Solano County's TDA Article 3 Project Summary and Request Letter
- F. City of Suisun's TDA Article 3 Project Summaries and Request Letter

FY 2005/06 TDA Article 3 Request and Recommendation Summary

<u>Agency</u>	<u>Project</u>	<u>Request</u>	<u>Recommendation</u>
City of Benicia	Military East Bike Lane	\$30,000	\$30,000
City of Fairfield	Solano Bikeway Extension (McGary Road)	\$100,000	\$100,000
Solano County	Winters Railroad Bridge over Putah Creek	\$180,000	\$180,000
Suisun City	Whispering Bay Lane and Francisco Drive Crystal Middle School Area Pedestrian/ADA Safety Project*	\$44,850	\$5,400
Suisun City	Multi-Modal Transit Center and Main Street/Lotz Way Intersection Pedestrian/ADA Safety Mitigation Project*	\$28,500	\$11,856
Total Requests		\$383,350	\$327,256

* Suisun City's ADA projects were recommended for approval primarily due to safety and proximity to the train station; however, the committee approved the projects with strong reservations about funding any additional future ADA projects.

Draft
RESOLUTION 2005-05

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED
CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR
THE ALLOCATION OF FISCAL YEAR 2005-06 TDA ARTICLE 3
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO
COUNY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in the County of Solano whose project or projects have been prioritized for inclusion in the fiscal year 2005-06 TDA Article 3 countywide coordinated claim has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it.

RESOLVED, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year 2005-06 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;

- C. one copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

Mary 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 June 8th, 2005.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Attachment A

	Short Title Description of Project	TDA Article 3 Amount
1.	City of Benicia-Military East Bike Lane	\$30,000
2.	City of Fairfield-Solano Bikeway Extension (23C-76)	\$100,000
3.	City of Suisun City-Whispering Bay Lane and Francisco Drive Crystal Middle School Area Ped/ ADA Safety Project	\$5,400
4.	City of Suisun City- Multi-modal Transit Center and Main St./Lotz Way Intersection- Ped/ADA Safety Mitigation Project	\$11,856
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
	Totals	\$436,573

TDA Article 3 Project Application Form Summary

Fiscal Year of this Claim: 2005 Applicant: City of Benicia

Contact person: Michael Throne

E-Mail Address: Michael.Throne@ci.benicia.ca.us Telephone: 707-746-4240

Secondary Contact (in event primary not available) Mike Roberts

E-Mail Address: mroberts@ci.benicia.ca.us Telephone: 707-746-4240

Short Title Description of Project: Military East Bike Lane

Amount of claim: \$30,000

Functional Description of Project:

Construct a Class II bike lane along both sides of Military East from East 5th Street to Park Road bike lane. Length is approximately 2,850 feet. This project improves bike and pedestrian safety and accessibility between downtown Benicia and the bridge bike path. It also closes the gap in the Bay Trail system.

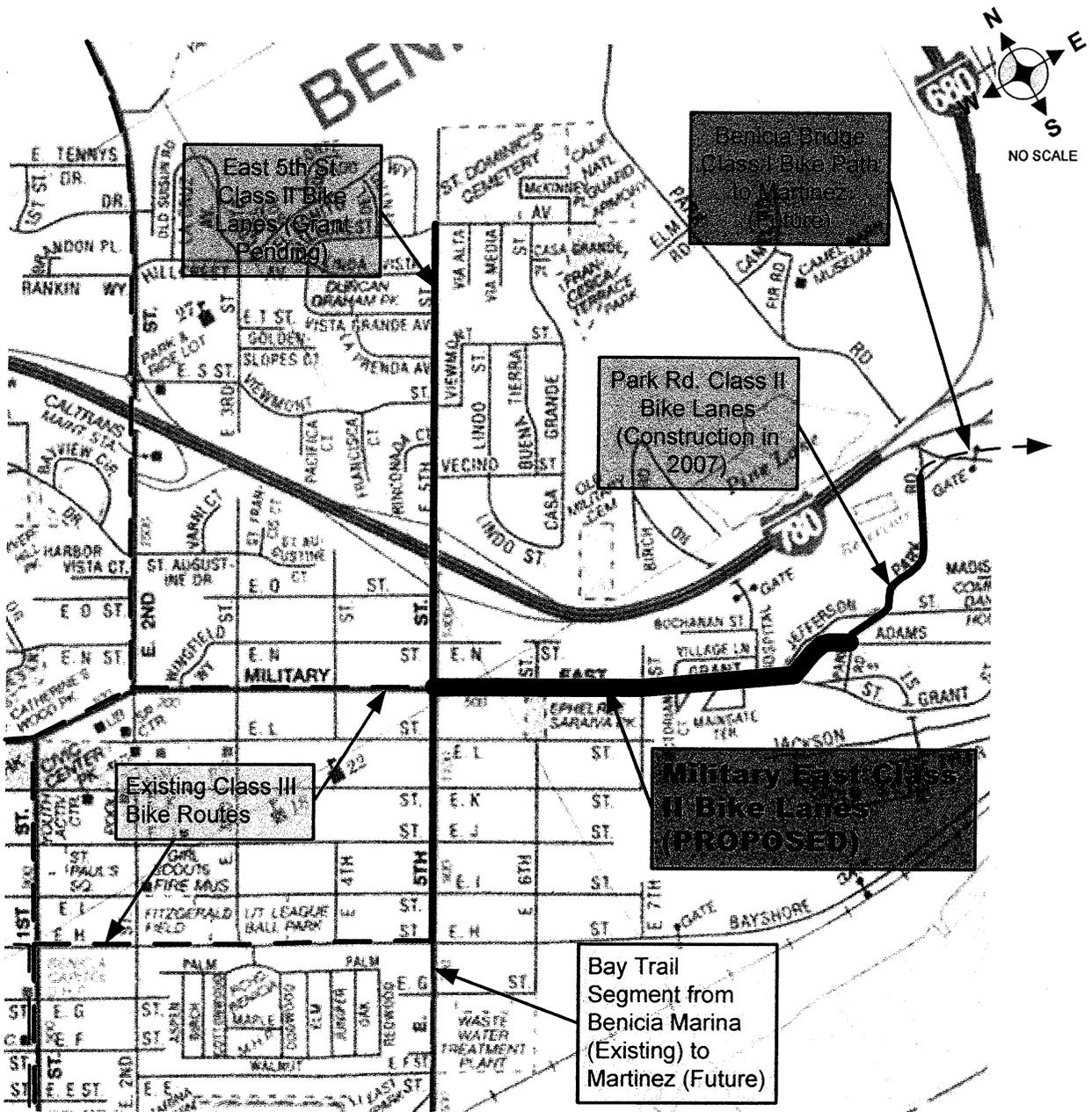
Financial Plan:

Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: Engineering, construction, and construction engineering

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		30,000			30,000
list all other sources:					
1. Local Match		10,000			10,000
2.					
3.					
Totals		40,000			40,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm)	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	Yes
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	No
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 2007</u>	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes



EXISTING, PENDING AND PROPOSED BIKE LANES

File: Military East Bike Ln Location Map.mxd LastRev: May 13, 2005

REVISIONS

NO.	DESCRIPTION	BY	DATE



CITY OF BENICIA

PUBLIC WORKS DEPARTMENT

LOCATION MAP - MILITARY EAST BIKE LANE PROJECT

PROJECT MILITARY EAST BIKE LN	DATE MAY 2005	SHEET APPLICATION MAP 1
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TDA Article 3 Project Application Form

Fiscal Year of this Claim: FY 05-06

Applicant: City of Fairfield

Contact person: Mike Duncan

Mailing Address: 2000 Cadenasso Drive, Fairfield CA 94533

E-Mail Address: mduncan@ci.fairfield.ca.us

Telephone: 707.428.7632

Secondary Contact (in event primary not available) Charlie Beck

E-Mail Address: cbeck@ci.fairfield.ca.us

Telephone: 707.428.7493

Short Title Description of Project:: Complete the Solano Bikeway Extension Feasibility Study and Design the McGary Road Segment

Amount of claim: \$100,000

Functional Description of Project:

Complete the Solano Bikeway Extension Feasibility Study that was developed in draft form in 2003 – request City Council approval of Study and select an alternative for the McGary Road segment of the Solano Bikeway. Design the selected alternative for the McGary Road segment and work with STA to secure funding for the construction of the McGary Road segment of the Solano Bikeway. This segment of the Solano Bikeway is an important regional link between the Cities of Fairfield and Vallejo and is a priority in the Solano Countywide Bicycle Plan.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

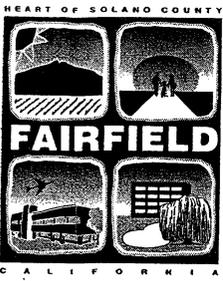
Project Elements: Completion of Planning Study and Design

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	\$50,000	FY 05-06	\$100,000		\$150,000
list all other sources:					
1.					
2.					
3.					
4.					
Totals					\$150,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). The Feasibility Study was approved in 2002. Aug 2005 to complete study and select alternative design.	Yes and No
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	Yes.
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes.
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes.
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2006. _____	Yes.
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A

NOTES: Item B: TDA Art 3 funds (\$50,000) were used for the Draft Solano Bikeway Extension Feasibility Study.

Item G: The agency responsible for the maintenance of the facility will depend on the alternative selected for the McGary Road segment of the Solano Bikeway. The facility will be maintained.



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.428.7635
FAX 707.426.3298

MAY 10 2005

Home of
Travis Air Force Base

Department of Public Works

May 10, 2005

Dan Christians, Assistant Executive Director/Director for Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

COUNCIL

- Mayor
Karin MacMillan
707.428.7395
- Vice-Mayor
Harry T. Price
707.429.6298
- Councilmembers
707.429.6298
- Jack Batson
- John English
- Marilyn Farley

RE: Request for TDA Article 3 Funds to Complete the Solano Bikeway Extension Feasibility Study and to Design Engineering Improvements to Allow Bicyclists to Use McGary Road

Dear Dan:

The Draft Solano Bikeway Extension Feasibility Study was completed in January 2003 by the City of Fairfield to identify options for developing bicycle facilities between the existing Solano Bikeway and Solano Community College as well as to identify ways to connect two major bikeways, the Solano Bikeway and the Fairfield Linear Park. The completion and adoption of the study will allow the City of Fairfield and the Solano Transportation Authority to identify the needs along this route and develop phasing and funding plans to implement these needs.

The City of Fairfield would like to complete the draft study and move forward with the design of the McGary Road segment of the bike route. During the design process, the City will work with the STA to identify funding sources for this segment. The estimates to complete the study and design the McGary Road segment of the bike route are as follows:

DEPARTMENTS

Community Services
707.428.7465

- Complete study, including reproduction costs \$ 8,170
 - Design McGary Road segment 91,830
- \$100,000

Finance
707.428.7496

Fire
707.428.7375

Based upon the estimates, the City of Fairfield requests an allocation of \$100,000 in TDA Article 3 funds for the completion of the Draft Solano Bikeway Extension Feasibility Study and the design of the McGary Road segment of the bike route.

Human Resources
707.428.7394

Please contact me at 428.7632 if you have questions.

Planning & Development
707.428.7461

Sincerely,

Police
707.428.7551

William M. Duncan, P.E

Public Works
707.428.7485

Assistant Public Works Director/Transportation

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2005/06 Applicant: Solano County

Contact person: Paul Wiese

E-Mail Address: pwiese@solanocounty.com Telephone: (707) 784-6072

Secondary Contact (in event primary not available): Leo Flores

E-Mail Address: leflores@solanocounty.com Telephone: (707) 784-6073

Short Title Description of Project: Winters Railroad Bridge over Putah Creek

Amount of claim: \$180,000

Functional Description of Project:

Rehabilitate the existing historic railroad bridge over Putah Creek as a bicycle and pedestrian only bridge.

Financial Plan:

Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: Funding applied for will be used for construction.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$180,000			\$180,000
list all other sources:					
1. Redevelopment		\$498,000			\$498,000
2. Prop 40		\$220,000			\$220,000
3. YSAQMD		\$30,000			\$30,000
Totals		\$928,000			\$928,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated) (Anticipated in June, 2005; the project has already been approved by the City of Winters)	No
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm)	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	Yes
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	Yes
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) September, 2005	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: City of Winters)	Yes

MAY 13 2005



SOLANO COUNTY
Department of Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
www.solanocounty.com

Telephone No.: (707) 784-6060
Fax No.: (707) 784-2894

Birgitta Corsello, Director
Cliff Covey, Assistant Director

May 12, 2005

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

Re: TDA Article 3 Nominations

Dear Robert:

Solano County requests funding for the following two projects from the \$177,000 in additional TDA Article 3 funding now available for FY 05-06. I understand that this is in addition to the \$150,000 currently recommended for the Winters Railroad Bridge.

1) Winters Railroad Bridge - \$30,000

The City of Winters recently opened bids for the construction of the Winters Railroad Bridge project. Unfortunately, the low bid exceeded the engineer's estimate by \$200,000. Solano County, on behalf of the City, is requesting an additional \$30,000 be made available for this project, for a total of \$180,000 (see attached City letter). The City will fund the remaining project shortfall through redevelopment bond funds. It is anticipated that this project will be completed this year.

The BAC has supported this project already, in recognition of its importance. I would appreciate a small amount of additional funding, to assist with the full funding of the project.

Building & Safety	Planning Services Mike Yankovich Program Manager	Environmental Health Terry Schmidbauer Program Manager	Administrative Services Daniel Bellem 106 Staff Analyst	Public Works- Engineering Paul Wiese Engineering Manager	Public Works- Operations Steve Hilas Operations Manager
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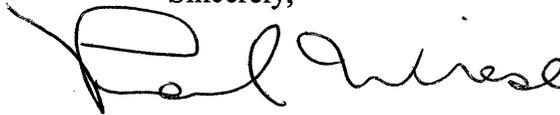
2) Vacaville – Dixon Bicycle Route - \$100,000

The Vacaville – Dixon Bicycle Route is a priority project that would link these two cities, as part of the ultimate cross-County bike route that would run continuously from Davis to Vallejo. As planned, it would run along Pitt School Road from Dixon to Hawkins Road, then from Hawkins Road to Vacaville. Federal funding has been secured for the design and environmental clearance of the Pitt School Road portion of the project. Design should be completed in time to initiate construction of the project as early as 2006.

The only construction funding currently identified for the project is the \$150,000 in TDA Article 3 funds now slated for FY 2006-07. Solano County requests an additional \$100,000 for this project. Together, these funds would allow the construction of a significant portion of the project along Pitt School Road. Solano County will also aggressively pursue other sources of construction funding to supplement the TDA Article 3 funds being sought.

Thank you for considering these requests. Feel free to call me at (707) 784-6072 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Wiese". The signature is fluid and cursive, with a large initial "P" and "W".

Paul Wiese
Engineering Manager

- c. City of Winters letter dated May 11, 2005
Map of Vacaville – Dixon bicycle route

U:/users/pwiese/data/word/sta/05102.doc

MAYOR PRO TEM:
Dan Martinez
COUNCIL:
Woody Fridae
Tom Stone
Bob Chapman
Harold Anderson



TREASURER:
Margaret Dozier
CITY CLERK:
Nanci Mills
CITY MANAGER:
John W. Donlevy, Jr

May 11, 2005

Mr. Paul Wiese, Engineering Manager
Department of Resource Management
Solano County
675 Texas Street, Suite 5500
Fairfield, CA 94533

Subject: Railroad Trestle Bridge Improvements, Project No. 02-07

Dear Paul,

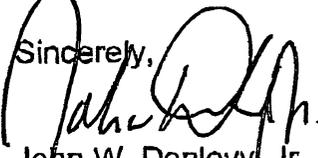
Thank you for your representation and support for the project, which we hope will result in approval of \$150,000 in TDA Article 3 funds for 2005/06.

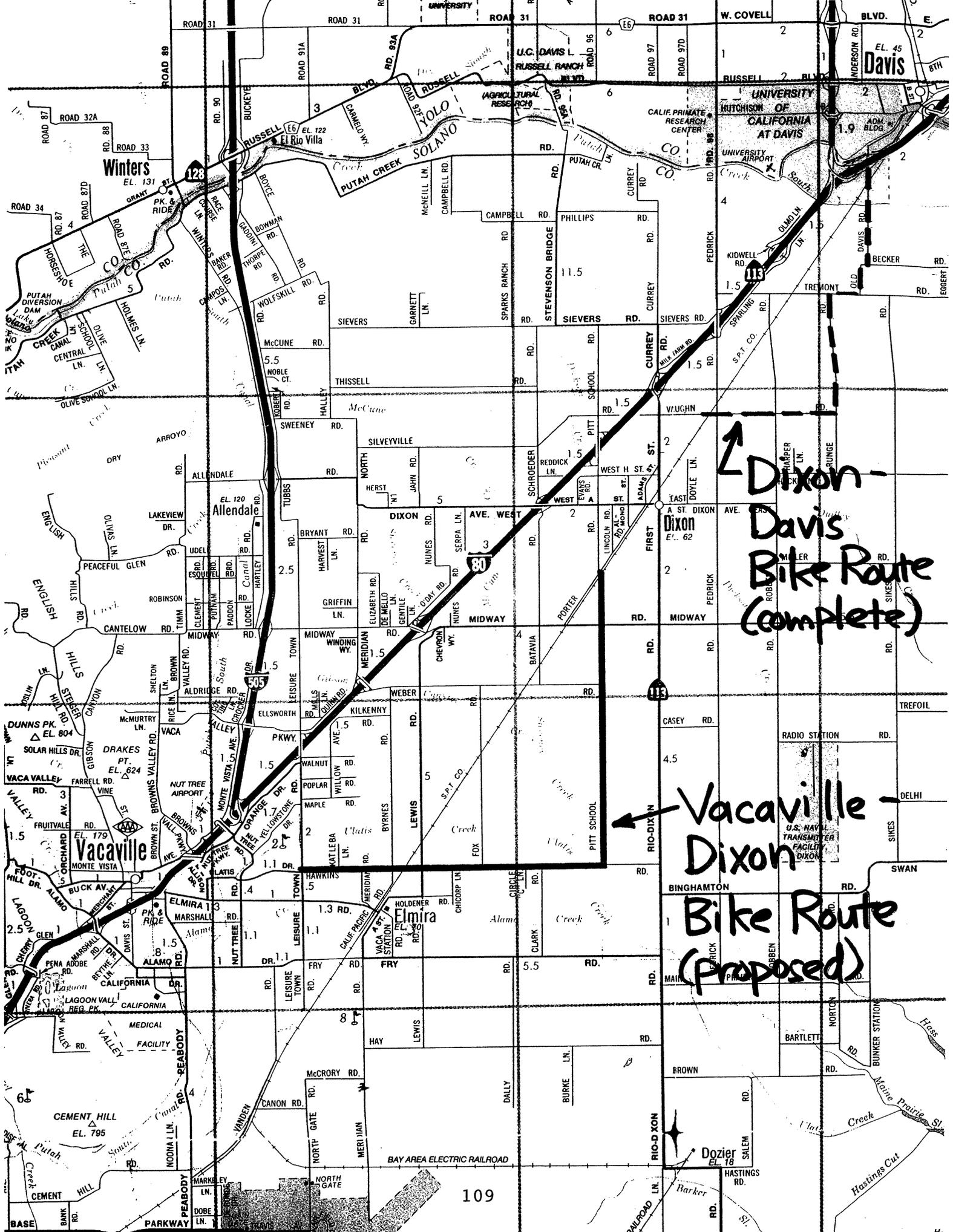
The City recently opened six bids but unfortunately the lowest responsive/responsible bid was almost \$200,000 over the engineer's estimate and what the City budgeted for construction. The cost overage is mostly attributed to the price bid for metal tube bridge railing, with the low bidder's cost exceeding the engineer's estimate by over \$111,000. The engineer apparently received a low quote from the supplier while preparing the estimate and steel prices have continued to escalate, resulting in the higher cost.

Because of this increased cost, the City would like to request an additional \$30,000 of the unsolicited TDA 3 funds for 05/06. The additional funds would be used to supplement redevelopment bond funds, which will be used to pay for the remainder of the cost increase.

The City is excited to be nearer its goal of renovating the historic non-vehicular link between Yolo and Solano Counties.

Thank you for the further consideration.

Sincerely,

John W. Donlevy, Jr.
City Manager



Dixon -
Davis
Bike Route
(complete)

Vacaville -
Dixon
Bike Route
(proposed)

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2005/2006 Applicant: City of Suisun City

Contact person: Gary Cullen, Director of Public Works/City Engineer

Mailing Address: 701 Civic Center Boulevard, Suisun City, CA 94585

E-Mail Address: gcullen@suisun.com Telephone: (707) 421-7340

Secondary Contact (in event primary not available) Nick Lozano, Associate Engineer

E-Mail Address: nlozano@suisun.com Telephone: (707) 421-7344

Short Title Description of Project: Whispering Bay Lane and Francisco Drive – Crystal Middle School Area Ped/ADA Safety Project

Amount of claim: \$ 5,400

Functional Description of Project:

The dimensions and slopes of the three curb ramps at the project intersection are not ADA compliant. They are each also cracked and are experiencing differential separation. The curb ramps are to be upgraded with truncated domes and reconstructed to grade to allow for positive drainage of surface stormwater into existing catch basins at the returns. In order to meet the goal of providing positive drainage, the project will also entail replacing approximately 75 feet of sidewalk on each side of the curb ramps as well as adjusting the catch basins to grade. The catch basins will likely require removal and replacement.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Construction only.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$5,400			\$5,400
list all other sources:					
1. Local Funds		\$39,450			\$39,450
2.					
3.					
4.					
Totals		\$44,850			\$44,850

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	No. (6/21/05)
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	No. Notice of Exemption will be filed by 6/10/05.
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes. (10/15/05)
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2005/2006 Applicant: City of Suisun City

Contact person: Gary Cullen, Director of Public Works/City Engineer

Mailing Address: 701 Civic Center Boulevard, Suisun City, CA 94585

E-Mail Address: gcullen@suisun.com Telephone: (707) 421-7340

Secondary Contact (in event primary not available) Nick Lozano, Associate Engineer

E-Mail Address: nlozano@suisun.com Telephone: (707) 421-7344

Short Title Description of Project: Multi-Modal Transit Center and Main Street/Lotz Way Intersection - Pedestrian/ADA Safety Mitigation

Amount of claim: \$ 11,856 (Priority will be for multi-modal transit center curb ramps.)

Functional Description of Project:

The dimensions and slopes of the curb ramps at the project sites are not ADA compliant and are to be removed and replaced with ADA compliant curb ramps utilizing truncated domes.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Construction only.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$11,856			\$11,856
list all other sources:					
1. RDA Local Funds		\$16,644			\$16,644
2.					
3.					
4.					
Totals		\$28,500			\$28,500

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	No. (6/21/05)
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	No. Notice of Exemption will be filed by 6/10/05.
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes. (10/15/05)
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes

CITY COUNCIL

James P. Spering, Mayor
Pedro "Pete" M. Sanchez, Mayor Pro-Tem
Jane Day
Sam Derting
Michael A. Segala



MAY 13 2005

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868

May 11, 2005

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

Subject: TDA Article 3 Funding for ADA Non-compliant Curb Ramps in Suisun City

Dear Mr. Guerrero:

We understand that the Solano Transportation Authority has TDA Article 3 countywide funding in the amount of \$170,000 available to the local agencies for small projects. Please consider this as our formal request for allocation of TDA Article countywide funding to upgrade ADA non-compliant curb ramps at the following locations: a) Whispering Bay Lane and Francisco Drive, b) multi-modal transit center, and c) Main Street and Lotz Way. Please note that these are separate projects and are listed in order starting with the project holding the highest priority. The funding will be used solely for construction, and the amount requested for each of the projects is reflected below in the brief descriptions of the scope of work. Attached for your reference is a construction cost estimate for each of the proposed projects.

Whispering Bay Lane and Francisco Drive (\$44,850) - Crystal Middle School Area Pedestrian/ADA Safety Project

The dimensions and slopes of the three curb ramps at the intersection are not ADA compliant. They are each also cracked and are experiencing differential separation. The upgrade of these curb ramps will require installing truncated domes and constructing them to grade to allow for positive drainage of surface storm water into the existing catch basins at the returns. In order to meet the goal of providing positive drainage, the project will also entail replacing approximately 75 feet of sidewalk on each side of the curb ramps as well as adjusting the catch basins to grade. Also, the catch basins will likely require removal and replacement.

Multi-Modal Transit Center (\$24,500) - Pedestrian/ADA Safety Mitigation Project

The dimensions and slopes of the seven curb ramps at the facility are not ADA compliant and are proposed to be removed and replaced with ADA compliant curb ramps utilizing truncated domes.

Main Street and Lotz Way (\$4,000) - ADA and Pedestrian Route to Transit Project

The four curb ramps at the intersection are proposed to be retrofitted with truncated domes.

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ PLANNING 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320
FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340
REDEVELOPMENT AGENCY 421-7309 FAX 421-7366

Mr. Guerrero
May 11, 2005
Page 2

Thank you for your consideration of our request for TDA Article 3 countywide funding. Should you have questions or require additional information, please do not hesitate to call me at (707) 421-7340.

Sincerely,

A handwritten signature in black ink that reads "Gerald B. Cullen, Jr." with a stylized flourish at the end.

Gerald "Gary" B. Cullen, Jr., P.E.
City of Suisun City
Director of Public Works/City Engineer

Enclosure: Construction Cost Estimate

CONSTRUCTION COST ESTIMATE
Upgrade of ADA Non-Compliant Curb Ramps

	Description	Qty	Unit	Unit Price	Total(\$)
Whispering Bay Lane and Francisco Drive					
1	Remove and Replace Curb Ramp	3	EA	3,500	\$10,500.00
2	Remove and Replace Sidewalk	2,250	SF	5.00	\$11,250.00
3	Remove and Replace Curb and Gutter	450	LF	18	\$8,100.00
3	Remove and Replace Catch Basins	3	EA	5,000	\$15,000.00
				Sub-Total =	\$44,850.00
Multi-Modal Transit Center					
1	Remove and Replace Curb Ramps	7	EA	3,500	\$24,500.00
				Sub-Total =	\$24,500.00
Main Street and Lotz Way					
1	Retrofitting Curb Ramps with Truncated Domes	4	EA	1,000	\$4,000.00
				Sub-Total =	\$4,000.00

Grand Total = \$73,350.00



DATE: June 1, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Adoption of Updated Solano Comprehensive Transportation Plan 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 Draft Solano Comprehensive Transportation Plan (Draft CTP), dated January 2005, have 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 draft 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 (CEQA) 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.

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.

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. The STA Board opened the public hearing on April 13, 2005 to hear comments on the CTP and then continued the hearing to May 11, 2005. At that meeting the hearing was closed and the STA Board directed the CTP committees, STA TAC and Transit Consortium to review all comments received and submit any revisions to the Draft CTP to the next Board meeting on June 8, 2005. Staff has developed responses and/or incorporated revisions into an addendum for review and recommendation by the CTP committees, TAC, and Consortium.

Discussion:

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

- Caltrans District 4
- City of Benicia
- City of Dixon
- City of Rio Vista
- City of Fairfield
- County of Solano
- Eva Laevastu, Pedestrian Advisory Committee member
- Fair and Safe Traffic Solutions
- Mark Hall, Solano County Property Owner

Attached are copies of all letters received to date (Attachment C).

In response to all comments received, STA staff reviewed and prepared an addendum (Attachment B) incorporating recommended revisions to the Draft CTP and grouped the responses by the three elements. The addendum is being circulated to the STA's CTP committees, the TAC and Consortium for a recommendation at each of the next meetings.

On May 18, 2005 and May 26, 2005, the Transit Committee and the Alternative Modes Committee reviewed their respective elements and recommended the STA Board approve the Draft CTP, addendum, and negative declaration. The Arterials, Highways and Freeways Committee is scheduled to review their element on June 8, 2005 at 4:30 p.m., immediately prior to the next STA Board meeting.

Most of the written and verbal comments have mainly been technical in nature, with some wording changes requested. In addition to updating some of the local needs for certain member agencies (i.e., County of Solano and City of Benicia), the major comments and requested revisions are summarized as follows:

Arterials, Highways and Freeways Element

- Update needs list for cities of Benicia, Dixon, Fairfield and County of Solano.
- Develop a strong link to the development of a travel safety program.
- Emphasize the use of performance measures to gauge effectiveness of projects, policies and programs.
- Request for additional routes to be designated "Routes of Regional Significance," such as Pleasants Valley Road and Suisun Valley Road.
- Enhance access to North and South Gates of Travis Air Force Base.
- Update certain traffic impact fees collected by member agencies.
- Provide information on how local agencies are addressing local traffic congestion.
- Link the Jepson Parkway to the South Parkway alternative of the I-80/680/12 project.
- Include a commitment for the South Parkway alternative of the I-80/680/12 interchange project prior to building the North Connector Project.
- Use public- private partnerships to fund local and regional projects.
- Delete the reference to conducting a Regional Impact Fee Study during 2005.

Transit Element

- Update needs list for cities of Benicia, Dixon, Fairfield and County of Solano.
- Revise Objective E of the Transit Element, currently entitled “Environmental Justice” in the Draft CTP.
- Delete various operating and capital costs of transit services since they become outdated very quickly and/or update cost sharing arrangements for various routes by member agencies.
- Include various references on the need for future ferry service for Benicia.
- Update description of the future intercity routes proposed between Vallejo Ferry to the Benicia Industrial Park and from Benicia and Vallejo to El Cerrito del Norte BART based on the I-80/680/780 Transit Corridor Study.

Alternative Modes Element

- Update needs list for cities of Benicia, Dixon, Fairfield and County of Solano.
- Add Vacaville-Dixon Bike Route to the list of recommended future priority bicycle projects.
- Add Old Town Cordelia Improvement Project to the list of priority pedestrian projects.

The addendum provides a comprehensive, detailed set of specific responses and recommendations to each of the comments received. In addition to various text revisions, staff is recommending that the map depicting the “Federal Functional Classification System” (FFCS) be included in the final Arterials, Highways and Freeways Element (see proposed maps contained in addendum). This map identifies all roads in Solano County that are eligible to receive federal transportation funding and is used for street and roads funding purposes. That map identifies a much broader range of local and regional roads than the map entitled “Routes of Regional Significance,” which contains only those major regional routes that provide interregional or intercity mobility in Solano County and would be potentially eligible to receive Interregional Transportation Improvement Program (ITIP) funds.

Fiscal Impact:

None. This is a long range planning study and any specific proposals in the plan will require separate STA Board and/or project sponsor actions to implement using various combinations of local, regional, state and federal funds.

Recommendation:

Recommend that the STA Board adopt Resolution No. 2005-04 to:

1. Approve the updated Solano Comprehensive Transportation Plan 2030 including all recommended revisions and edits to the Draft CTP and contained in the attached addendum.
2. Authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the CTP 2030 and related studies and component plans referenced in the CTP in accordance with CEQA.

Attachments:

- A. Proposed Resolution Adopting Final CTP 2030
- B. Addendum, dated May 2005, to Draft CTP 2030 including responses and recommended revisions
- C. Comment letters received through May 25, 2005 on Draft CTP 2030

RESOLUTION NO. 2005-04

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SOLANO COMPREHENSIVE TRANSPORTATION PLAN 2030
INCLUDING VARIOUS REVISIONS TO THE DRAFT CTP AND AUTHORIZING
FILING OF A NOTICE OF DETERMINATION FOR THE NEGATIVE
DECLARATION FOR THE CTP AND RELATED COMPONENT PLANS**

WHEREAS, on February 9, 2005 and March 9, 2005 the Solano Transportation Authority (STA) released the Draft Solano Comprehensive Transportation Plan 2030 (CTP 2030), dated January 2005, including the, Transit Element, Arterials, Highways and Freeways Element, and Alternative Modes Element; and

WHEREAS, other STA studies and specific plans referenced in the CTP 2030 Plan, are incorporated as components of the CTP including but not limited to the I-80/680/780 Corridor Study, the I-80/680/780 Transit Corridor Study, the State Route 12 Major Investment Study, Solano County Senior and Disabled Transit Study, the Solano Transportation for Livable Communities Plan, Jepson Parkway Concept Plan, the Cordelia Truck Scales Relocation Study, the Countywide Bicycle Plan, the Countywide Pedestrian Plan, the Auburn-Oakland Commuter Regional Rail Study, Solano Travel Safety Study, and the Solano Napa Countywide Travel Demand Model; and

WHEREAS, approximately 150 copies of each of the three elements of the Draft CTP were circulated to the local libraries, elected officials, general public, community groups, regional, state and federal agencies, businesses, and advisory committees; and

WHEREAS, copies of the entire plan including the three elements were made available on the www.solanolinks.com web site; and

WHEREAS, opportunity for public input was provided between March 29, 2005 and April 29, 2005; and

WHEREAS, a Notice of Intent to prepare a proposed Negative Declaration was prepared and publicly noticed in one or more newspapers of general circulation in Solano County in accordance with the California Environmental Quality Act (CEQA), was posted at the Solano County Clerk's Office and no comments were submitted to the State Clearinghouse; and

WHEREAS, the STA Board, the CTP Committees, and STA Advisory Committees and individual members (including the TAC, SolanoLinks Transit Consortium,) and members of the public have submitted comments and certain recommended changes have been made to the Draft Plan as contained in Attachment "A", entitled Comprehensive Transportation Plan 2030 Addendum;

NOW, THEREFORE, BE IT RESOLVED, that the STA Board hereby approves the January 2005 "Draft Solano Comprehensive Transportation Plan" including the Arterials,

Highways and Freeways, Transit, and Alternative Modes Elements (Attachment "A"), as amended in the addendum, Attachment "B";

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the STA Board hereby authorizes any other necessary technical edits and refinements determined by the Executive Director are needed for consistency, formatting, printing and distribution of the Final CTP to various agencies, libraries, the general public and the business community and posting on the STA web site;

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the STA staff is authorized to file with the Solano County Recorder a Notice of Determination on the Negative Declaration prepared for the Solano Comprehensive Transportation Plan 2030 including all studies and component plans referenced in the CTP.

Mary 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 regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 8th day of June 2005.

Daryl K Halls, Executive Director
Solano Transportation Authority

**A copy of the
Addendum, dated May 2005, to Draft STP 2030 including
responses and recommended revisions
can be requested by contacting
the STA at (707) 424-6075.**

**Copies of the
comment letters received through May 25, 2005
on the Draft CTP 2030
can be requested by contacting
the STA at (707) 424-6075.**



DATE: June 1, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study

Background:

Since July 2003, the Oakland-Auburn Regional Rail Study, the follow-up study to the Dixon – Auburn and Solano – Contra Costa Commuter rail studies, has been underway. Planning for the service is being spearheaded by a task force headed by agencies representing the five counties through which Regional Rail service would operate (Placer, Sacramento, Yolo, Solano, and Contra Costa), plus the Capitol Corridor Joint Powers Authority (CCJPA), the Bay Area Rapid Transit District (BART), the Union Pacific Railroad (UP), Caltrans, and representatives of interested communities in the corridor.

A five member Steering Committee, including Dixon Mayor Mary Ann Courville and four other elected officials from each of the participating counties, and a technical advisory committee, including staff from each of the participating agencies, have been managing the project study.

Discussion:

On April 13, 2005, the Policy Review Draft for the Oakland-Auburn Regional Rail Study, "Service Concept and Implementation Plan" was released for review and comment by the Steering Committee and the study's TAC. The concept plan proposes a new regional rail (commuter) service in the corridor extending from Auburn to Oakland. The new service would augment existing Capitol Corridor intercity service by providing additional peak period capacity between Sacramento and the Bay Area regions. The two services (Capitol Corridor and Regional Rail) would utilize the same equipment, staff, and fare structure, and would provide seamless and expanded service for the riding public.

COMPLETED TASKS

Preparation of the Regional Rail Service Concept and Implementation Plan included the following tasks:

1. Definition of conceptual operating plans and costs;
2. Definition of improvements to mitigate adverse effect on existing UP and CCJPA service;
3. Estimation of costs for trackwork, systems, rolling stock, other capital investment needs;
4. Review of current funding availability and definition of a conceptual funding strategy;
5. Development of a phased implementation plan in order to match available funding;
6. Estimation of Regional Rail ridership;
7. Evaluation of alternative institutional and local cost-sharing arrangements; and
8. Development of an implementation/action plan for near-term and long-term objectives.

The results of these tasks are documented in the Final Report (see separate enclosure to STA Board packet).

SERVICE PLAN

A service plan (timetable) has been developed that provides for five (5) new weekday peak period roundtrip trains (i.e. regional rail boardings mainly occurring between about 6:00 a.m. to 8:00 a.m. and 3:00 p.m. to 5:00 p.m.), serving nineteen (19) stations between and including Bowman (five miles east of Auburn), Sacramento and Oakland. When mixed with the Capitol Corridor trains, 30-minute intervals (headways) are provided during peak periods in both directions. Regional Rail equipment, staff, and fares will match those of the Capitol Corridor service, and thus both services will appear as a single, unified operation to the riding public.

OPERATING AND MAINTENANCE COSTS

The total cost of operating and maintaining the Regional Rail service will be approximately \$15.5 million annually, in 2004 dollars, including fees paid to the Union Pacific and Amtrak, vehicle and station maintenance, and administrative expenses. Annual farebox is estimated to achieve about 43.8% a year or about \$8.7 million of annual external funding. If all external funding is obtained only from the five participating counties (with no additional federal or state funding), Solano County's operating and maintenance share would be approximately 13% or about \$1.1 million a year, based upon the Option 2, local cost sharing formula. This amount could be higher for Solano County if some of the other cost allocation formulas were selected and/or if any of the other four counties did not participate in funding. In addition, there is a substantial amount of capital funding that will be required before any new service can be started and is described in more detail in the following sections.

CAPITAL IMPROVEMENTS

Capital improvements necessary to initiate Regional Rail operations will include eight mainline capital improvement projects, identified to mitigate increased rail congestion arising from the introduction of new Regional Rail service in the corridor. The Regional Rail service will require six trainsets of equipment, equivalent to six locomotives and 30 coaches of various types. New and expanded maintenance layover capabilities will be located at the existing Amtrak Oakland maintenance facility and the new Bowman station, and a location east of Sacramento to be determined.

SERVICE PHASING AND STATIONS

Phase 1 of the Regional Rail Study (2010) initially assumes that four regional rail trains would be operating (plus Capitol Corridor trains) and these trains would stop at all existing and planned Capitol Corridor stations. The next Capitol Corridor station being planned in Solano County, the Fairfield/Vacaville Intermodal Station at the intersection of Peabody and Vanden Road, is proposed to be completed and operating as part of this initial phase of regional rail service. Improvements at the station, including access, shelters, platforms, parking and additional passenger improvements, are being designed to accommodate all Capitol Corridor trains as well as the commuter-oriented trains proposed in the Oakland-Auburn Regional Rail Study.

Phase 2 (2015) of the plan proposes five regional rail trains would be operating and assumes that the new Dixon Multimodal Station will be completed to accommodate all regional rail trains. But this station may also be able to provide additional limited service from some of the non-peak

period eastbound Capitol Corridor trains as well, depending on train capacity and the effects on the overall Capitol Corridor schedule and travel times.

Phase 3 (2020) of the service plan calls for additional new stations at Benicia, Bowman, Antelope, Swanston, and West Sacramento, including 750 new parking spaces at existing Capitol Corridor stations. The study proposes that these new stations would receive peak period service from the five regional rail trains, but not from the regular intercity Capitol Corridor trains. The cost to improve each of new and expanded stations (i.e. parking, access, platforms, grade separations, shelters, etc.) is recommended to be the responsibility of the local entity or project sponsor.

RIDERSHIP

Regional rail weekday ridership (boardings) is expected as follows:

<u>Phase</u>	<u>Regional Rail Boardings</u>
Phase 1 (2010):	972
Phase 2 (2015)	2,883
Phase 3 (2020)	6,908

After combining the ridership for both regional rail trains (5 daily roundtrips) with the increased Capitol Corridor trains (18 daily roundtrips), annual boardings are expected to increase from the current approximately 1.3 million boardings to approximately 3.6 million annual boardings by 2020.

CAPITAL IMPROVEMENT COSTS AND FUNDING

The costs associated with the regional rail investments are (in 2004 dollars):

<u>Capital Projects</u>	<u>Costs</u>
Trackwork and Systems	\$124,400,000
Rolling Stock	\$ 97,300,000
Maintenance Facilities	\$ 61,900,000
Stations and Parking	<u>\$ 96,400,000</u>
TOTAL	\$380,000,000

Federal funding applicable to the Regional Rail service has been requested in the pending TEA-21 federal transportation reauthorization bill. Identifying one or more Congressional sponsors for Regional Rail project funding has been a top funding priority of the project sponsors. Currently the service is listed in both the House and Senate versions of the pending federal transportation bill, but there is no dollar amount attached to the project yet.

State Transportation Improvement Program (STIP) funds including both Interregional Transportation Improvement Program, (ITIP) and Regional Transportation Improvement Program (RTIP) funds have previously been programmed for various track and station improvements along the Capitol Corridor (including the Bahia Viaduct siding project near Benicia, and the Fairfield/Vacaville and Benicia Intermodal Stations). However, the study assumes that the current state budget condition makes it highly unlikely that new STIP funds will

be available in the 2006 cycle for this project or any of the stations. This means that the next opportunity for programming STIP funds may be the 2008 cycle, when money might be available for the 2009/10 and 2010/11 fiscal years.

Programming the next cycle of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds through TEA-21 Reauthorization is the next best opportunity to secure new funds for starting up Regional Rail service for both regions. In total, the proposed allocation of project capital funding responsibility is proposed:

Federal Discretionary:	37%
State Discretionary:	6%
CCJPA (Share of Maintenance Facilities)	4%
Locally-Controlled Funds (Including federal and state formula funds, and local funds)	<u>53%</u>
	100%

LOCAL COST SHARING OPTIONS

Seven different cost allocation cost sharing options have been discussed by the Steering Committee and study TAC. The two preferred options to provide the local match between the five counties have been discussed including:

- Sum of Population and Employment projections for each of the five counties
- Projected boardings at each planned station for each county

No specific cost allocation formula has been selected for the study yet and the pros and cons of each option will be further reviewed and evaluated before any formula is selected.

ADVISORY COMMITTEES

On May 18, 2005 the Transit Committee reviewed the Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study and forwarded a recommendation to the STA to endorse the plan.

Also, on April 27, 2005 the SolanoLinks Transit Consortium and the STA TAC forwarded recommendations to the STA Board to endorse the findings and recommendations of the Draft Service Concept Plan.

NEXT STEPS

The next steps include:

	<u>Date</u>
Regional Rail Steering Committee Endorses Draft Concept Plan	June 3, 2005
STA Board Reviews and Endorses Draft Concept Plan	June 8, 2005
Other Policy Boards Review and Endorse Draft Concept Plan	June 2005
Regional Rail Steering Committee reviews any comments and approves Final Concept Plan	July 2005

After the study is reviewed and endorsed by each of the project sponsors, a number of additional near and long-term objectives and tasks are recommended (see pages 62 and 63 of Draft Concept Plan). Major future tasks will include:

- Establish an appropriate institutional structure to guide and support the project
- Negotiate a five-party Memorandum of Understanding (MOU) between the project sponsors)
- Secure necessary federal, state and locally controlled funds
- Negotiate with the Union Pacific Railroad to permit operation of regional rail service above that allowed under the existing CCJPA/UP contract

Bob Schaevitz, consultant for the study from the URS Corporation, has been invited to make the presentation to the STA Board.

Fiscal Impact:

The STA's contribution to the study has been from State Transit Assistance Funds (STAF). Currently, there is no additional cost on the STA's General fund beyond the approximately \$72,765 STA has previously committed to the study since July 2003. However, there may be some additional cost for the track capacity modeling work which may result in some additional expenditure to the STA (i.e. \$3,000) to complete the study during 2004-05. STA will continue to work with each of the project sponsors to plan and implement each of the three new stations planned in Solano County as funding opportunities become available.

Recommendation:

Endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for the Oakland-Auburn Regional Rail Study.

Separate Enclosure:

- A. Policy Review Draft for the Oakland-Auburn Regional Rail Study, "Service Concept and Implementation Plan," dated April 13, 2005.

**A copy of the
Policy Review Draft for the Oakland-Auburn Regional Rail
Study, “Service Concept and Implementation Plan”,
dated April 13, 2005
can be requested by contacting
the STA at (707) 424-6075.**



DATE: May 27, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – June 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. A current Legislative Matrix is included as Attachment D.

Discussion:

On Friday, May 13, 2005, the Governor released his May Revision to the proposed 2005-06 State Budget, including full restoration of \$1.313 billion in Proposition 42 funds with the following recommended allocation:

- \$678 million would go to the Traffic Congestion Relief Fund for Traffic Congestion Relief Projects (TCRP)
- \$254 million to the Transportation Investment Fund (TIF) for State Transportation Improvement Program (STIP) projects
- \$254 million to cities and counties for local streets and roads (\$127 million to cities, \$127 million to counties)
- \$127 million to the Public Transportation Account, with half (\$63.5 million) of those funds available for STIP projects and half (\$63.5 million) for the State Transit Assistance (STA) Program

The Business, Transportation & Housing Agency is planning to work with the California Transportation Commission (CTC) to give priority to projects with the highest economic impact. Workshops are being scheduled; dates will be forwarded as soon as they are confirmed.

Additionally, the Governor's May Revisions note that Caltrans has achieved nearly \$52 million in current year operational savings and is expected to achieve permanent savings of \$50 million starting in 2005-06, and that these savings are proposed to be redirected towards transportation projects. These actions are expected to produce approximately \$250 million in additional capital outlay projects to be programmed by the CTC in the 2006 Fund Estimate.

The Governor also calls for passage of his "GoCalifornia" package of three bills intended to facilitate project delivery. These include measures on design-build, design-sequencing and public-private toll road projects. Specifically, the bills are:

- AB 850 (Canciamilla) – This bill would allow transportation authorities to accept private sector investment and authorize franchise agreements with the private sector so that they

may then charge tolls to recoup their investment. This bill would also authorize transportation authorities to construct and operate value-pricing programs involving High Occupancy Toll (HOT) lanes.

- AB 1266 (Niello) – This bill would allow design-sequencing, which is an approach to construction projects that permits construction activities to begin prior to the full completion of the design phase.
- SB 705 (Runner) – This bill would allow transportation authorities to utilize design-build construction authority, as opposed to the current model of design-bid-build.

The Administration proposes that these three bills be designated budget “trailer bills” and that their passage be linked to the availability of the Proposition 42 funds. The Governor views passage of these “streamlining” measures as key to maximizing the new transportation revenue that will be available in his proposed budget. A complete legislative analysis of each bill is attached.

The State Legislature will next respond to the Governor’s proposals by convening Budget Committee hearings in each House, and crafting its version of a draft budget bill.

An estimated total of \$7.5 million in Proposition 42 funding for FY 2005-06 is at risk for Solano County. Reinstatement of these funds would restore about \$4 million of STIP and TCRP funds for FY 2005-06 towards the following projects already programmed:

- Jameson Canyon Road Widening (\$2,000,000)
- Local Roads (\$2,000,000)
- Westbound HOV Lanes, Rt 29/Carquinez Bridge (\$500,000)
- Vallejo Ferry Terminal/Parking (\$1,200,000)
- State Rt 37/29 Interchange & Widening, Planting (\$428,000)
- Baylink Ferry Maintenance Facility, Vallejo (\$425,000)
- Intermodal Transit Station, Benicia (\$225,000)
- Capitol Corridor Rail Station, Fairfield/Vacaville (\$125,000)

In addition, the permanent reinstatement of Proposition 42 funds, beginning in FY 2005-06 would provide an estimated amount of \$3.3 million available for Solano County streets and roads (approximately \$1.6 million for County of Solano and \$1.7 million for Solano County’s seven cities), and \$93,000 of State Transit Assistance Funds (STAF) for Solano transit operators.

Recommendation:

Adopt the following positions:

1. AB 850 – Watch
2. AB1266 – Support
3. SB 705 – Support in concept

Attachments:

- A. Analysis of AB 850
- B. Analysis of AB 1266
- C. Analysis of SB 705
- D. Legislative Matrix, May 2005

STA Legislative Analysis

Legislation: AB 850: Toll Road Agreements (Introduced by Assembly Member Canciamilla)

Background:

This bill would allow Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes. Specifically, this bill would:

- 1) Renew Caltrans authority, which expired January 1, 2003, to contract with private entities to construct and operate toll facilities, and authorize Caltrans to construct and operate HOT lanes.
- 2) Specify that toll facilities to be built under the expanded authority are still owned by Caltrans as an operational part of the state highway system, but require franchise agreements to lease the facilities to the private entity for up to 35 years to recover private investments to construct and operate the toll facility.
- 3) Allow the California Transportation Commission (CTC) to allow Caltrans to continue charging tolls for the facilities after the lease period expires, and require a lease to allow Caltrans to build any safety project or competing facility in the same corridor as the leased toll facility.

This bill, sponsored by the governor, Caltrans, and the Business, Transportation and Housing Agency, is designed to get the department back into the business of authorizing the construction of toll roads and other toll facilities. The Administration believes that significant new transportation funding can be generated by authorizing toll facilities in areas where traffic congestion has become, or is becoming, a major problem.

Solano County Impact:

As part of the Governor's "GoCalifornia" trailer bill package to protect future Proposition 42 funds, AB 850 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.*

AB 850 is also addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

The impact this bill would have for Solano County residents would be realized in the attraction of private investment in transportation facilities, thereby potentially increasing the number of new toll roads in the county.

Recommendation:

Staff recommends a watch position on AB 850.

AMENDED IN ASSEMBLY MAY 3, 2005

AMENDED IN ASSEMBLY APRIL 18, 2005

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

ASSEMBLY BILL

No. 850

Introduced by Assembly Member Canciamilla
(Principal coauthor: ~~Assembly Member Benoit~~ coauthors:
***Assembly Members Benoit, Niello, and Richman*)**
(Principal coauthor: Senator Runner)

February 18, 2005

An act to amend Sections 143 and 149 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 850, as amended, Canciamilla. Toll road agreements.

Existing law, until January 1, 2003, authorized the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than 2 toll road projects, and specified the terms and requirements applicable to those projects. Existing law authorizes the department to construct high-occupancy vehicle and other preferential lanes.

This bill would instead authorize the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, as defined, subject to certain requirements and conditions. The bill would authorize tolls to be collected after the termination of a franchise agreement period, subject to approval of the California Transportation Commission. The bill would require a franchise agreement to allow the department to open a competitive state facility in the same corridor. The bill would authorize the department to

construct and operate high-occupancy vehicle and other preferential lanes as toll facilities. The bill would enact other related provisions.

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

The people of the State of California do enact as follows:

1 SECTION 1. Section 143 of the Streets and Highways Code
2 is amended to read:

3 143. (a) Pursuant to Chapter 3 (commencing with Section
4 30800) of Division 17, the department, in cooperation with
5 regional transportation agencies, may solicit proposals, negotiate,
6 and enter into comprehensive development franchise agreements
7 with public and private entities, or consortia thereof, for the
8 construction of transportation projects.

9 (b) For the purpose of facilitating those transportation projects,
10 the agreements between the parties may include provisions for
11 ~~limiting the department from initiating the opening to traffic of~~
12 ~~new competing state highway facilities within the same~~
13 ~~transportation corridor,~~ for the lease of rights-of-way in, and
14 airspace over or under, these state highways, for the granting of
15 necessary easements, and for the issuance of permits or other
16 authorizations to enable the construction of transportation
17 facilities supplemental to existing state-owned and operated
18 transportation facilities. Facilities constructed by an entity
19 pursuant to an agreement under this section shall, at all times, be
20 owned by the department as an operational part of the state
21 highway system. The agreement shall provide for the lease of
22 those facilities to the franchised entity for up to 35 years to
23 recover private investments in the form of expended funds
24 together with a reasonable rate of return on those funds,
25 negotiated by the department with the contracting entity. In
26 consideration therefor, the agreement shall provide for complete
27 reversion of the privately constructed facility and the right to
28 collect tolls to the department and any other government entity
29 participating in the funding of the project, if any, at the expiration
30 of the lease at no charge to the department or other governmental
31 entity.

32 (c) The department may exercise any power possessed by it
33 with respect to the development and construction of state

1 transportation projects to facilitate the development and
2 construction of transportation toll projects initiated pursuant to
3 this section. Agreements for maintenance and police services
4 entered into pursuant to this section may provide for some form
5 of negotiated reimbursement for services rendered by the
6 department and other state agencies. The department may
7 provide services for which it is reimbursed with respect to
8 preliminary planning, environmental planning, environmental
9 certification, environmental review, preliminary design, design,
10 right-of-way acquisition, and construction of these transportation
11 projects.

12 (d) (1) Agreements entered into pursuant to this section shall
13 authorize the contracting entity to impose tolls for use of a
14 facility constructed by it, and shall require that over the term of
15 the franchise, that the toll revenues will be applied to payment of
16 some or all of the capital outlay costs for the project, the costs
17 associated with operations, toll collection, administration of the
18 facility, reimbursement to the department or other governmental
19 entity for the costs of services to develop and maintain the
20 project, police services, and a reasonable return on investment to
21 the private entity. The agreement shall require that,
22 notwithstanding Sections 164, 188, and 188.1, any excess toll
23 revenue either be applied to any indebtedness incurred by the
24 private entity with respect to the project or be paid into the State
25 Highway Account for use in the same transportation corridor as
26 the toll facility, or both.

27 (2) The collection of tolls for the use of these facilities may be
28 extended by the commission at the expiration of the franchise
29 agreement.

30 (e) The plans and specifications for each transportation project
31 constructed pursuant to this section shall comply with the
32 department's then-existing standards for similar state
33 transportation projects. A facility constructed by and leased to
34 another entity shall, during the term of the lease, be deemed to be
35 a part of the state highway system for purposes of identification,
36 maintenance, enforcement of traffic laws, and for the purposes of
37 Division 3.6 (commencing with Section 810) of Title 1 of the
38 Government Code.

1 (f) The assignment authorized by subdivision (c) of Section
2 130240 of the Public Utilities Code is consistent with this
3 section.

4 (g) Each franchise agreement entered into by the department
5 shall include provisions authorizing the department to open
6 competitive facilities to traffic within the designated corridor.
7 Each franchise agreement entered into by the department shall
8 also include provisions authorizing the department to construct
9 any safety project needed within the designated corridor.

10 (h) Nothing in this section is intended to infringe on the
11 authority to develop high-occupancy toll lanes pursuant to
12 Sections 149.4, 149.5, and 149.6.

13 SEC. 2. Section 149 of the Streets and Highways Code is
14 amended to read:

15 149. The department may construct exclusive or preferential
16 lanes for buses only or for buses and other high-occupancy
17 vehicles, and may authorize or permit such exclusive or
18 preferential use of designated lanes on existing highways that are
19 part of the State Highway System. Prior to constructing such
20 lanes, the department shall conduct competent engineering
21 estimates of the effect of such lanes on safety, congestion, and
22 highway capacity.

23 To the extent they are available, the department may apply for
24 and use federal aid funds appropriated for the design,
25 construction, and use of such exclusive or preferential lanes, but
26 may also use other State Highway Account funds, including
27 other federal aid funds, for those purposes where proper and
28 desirable.

29 The department may construct and operate exclusive or
30 preferential lanes under this section as toll facilities.

31 This section shall be known and may be cited as the Carrell
32 Act.

O

STA Legislative Analysis

Legislation: AB 1266: State Highways: Design-Sequencing Contracts (Introduced by Assembly Member Niello)

Background:

This bill would expand the Department of Transportation's authority to award contracts using the design-sequencing contract method for any public works projects. It would also eliminate the sunset year and restriction on the number of projects.

For purposes of the pilot project, "design-sequencing" is defined as a method of contracting that enables the sequencing of design activities to permit each project construction phase to commence when design for that phase is complete, rather than requiring design for the entire project to be completed before commencing construction.

Design sequencing differs from another alternative approach, the design-build process. Design-build is a project delivery method that combines design and construction into a single contract where the design and construction firms act as a team. The entities work together to design and construct phases of a project concurrently.

The current pilot program requires counties to comply with certain procedures in soliciting and evaluating bids for construction projects. This bill would allow the department to identify four additional transportation projects to include in the design-sequencing pilot program and to continue to administer the pilot program for two more years (State Highway Account).

Solano County Impact:

As part of the Governor's "GoCalifornia" trailer bill package to protect future Proposition 42 funds, AB 1266 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.*

AB 1266 is also addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

Solano County residents would only be impacted if the Department of Transportation were to identify future projects within Solano County under this pilot program. Solano County benefited from the Red Top Dewatering Shaft project through this Design-Sequencing pilot program in 2004. Potential impacts would be transportation project delivery in a shorter timeframe.

Recommendation:

Staff recommends a support position on AB 1266.

AMENDED IN ASSEMBLY MAY 4, 2005

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

ASSEMBLY BILL

No. 1266

Introduced by Assembly Member Niello

February 22, 2005

An act to amend Section 217, ~~217.7~~ 217.8, and 217.9 of, and to repeal Section 217.8 of *add Section 217.75 to*, the Streets and Highways Code, relating to state highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 1266, as amended, Niello. State highways: design-sequencing contracts.

Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation.

This bill would ~~instead~~ generally *additionally* authorize the department, *until January 1, 2012*, to award *design-sequencing* contracts for *the design and construction of not more than 4 additional transportation* projects ~~using the design-sequencing contract method, if certain requirements are met, to be selected by the director. The bill would extend other provisions relating to the pilot project to January 1, 2012.~~

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

The people of the State of California do enact as follows:

1 *SECTION 1. Section 217 of the Streets and Highways Code is*
2 *amended to read:*

3 217. The following definitions apply for the purposes of this
4 article:

5 (a) “Design” is a plan completed to a level of 30 percent.

6 (b) “Design-sequencing” is a method of contracting that
7 enables the sequencing of design activities to permit each
8 construction phase to commence when design for that phase is
9 complete, instead of requiring design for the entire project to be
10 completed before commencing construction.

11 (c) A “design-sequencing contract” is a contract between the
12 department and a contractor that requires the department to
13 prepare a design and permits construction of a project to
14 commence upon completion of design for a construction phase.

15 (d) This section shall remain in effect only until January 1,
16 ~~2010~~ 2012, and as of that date is repealed, unless a later enacted
17 statute, that is enacted before January 1, ~~2010~~ 2012, deletes or
18 extends that date.

19 *SEC. 2. Section 217.75 is added to the Streets and Highways*
20 *Code, to read:*

21 217.75. (a) *Notwithstanding Chapter 1 (commencing with*
22 *Section 10100) of Part 2 of Division 2 of the Public Contract*
23 *Code, except Section 10128 of that code, and Chapter 10*
24 *(commencing with Section 4525) of Division 5 of Title 1 of the*
25 *Government Code, the department may, as part of the phase two*
26 *pilot program described in Section 217.7, let additional*
27 *design-sequencing contracts for the design and construction of*
28 *not more than four transportation projects, to be selected based*
29 *on criteria established by the director. For the purpose of this*
30 *article, these projects shall be deemed public works.*

31 (b) *In selecting projects authorized under subdivision (a), the*
32 *director shall attempt to balance geographical areas among the*
33 *four additional test projects authorized by this section,*
34 *considering the design sequencing contracts that have been*
35 *previously let, and shall pursue diversity in the types of projects*
36 *undertaken. In this process, the director shall consider selecting*
37 *projects that improve interregional and intercounty routes.*

1 (c) *To the extent available, the department shall seek to*
2 *incorporate existing knowledge and experience on*
3 *design-sequencing contracts in carrying out its responsibilities*
4 *under subdivision (a).*

5 (d) *This section shall remain in effect only until January 1,*
6 *2012, and as of that date is repealed, unless a later enacted*
7 *statute, that is enacted before January 1, 2012, deletes or extends*
8 *that date.*

9 SEC. 3. *Section 217.8 of the Streets and Highways Code is*
10 *amended to read:*

11 217.8. (a) *Not later than July 1, 2006, and July 1 of each*
12 *subsequent year during which a contract under the phase two*
13 *pilot program, as described in Section 217.7, is in effect, the*
14 *department shall prepare a status report on its contracting*
15 *methods, procedures, costs, and delivery schedules. Upon*
16 *completion of all design-sequencing contracts authorized under*
17 *Section 217.7, but in no event later than January 1, 2010 , the*
18 *department shall establish a peer review committee or continue in*
19 *existence the peer review committee created pursuant to former*
20 *Section 217.4, which was added by Chapter 378 of the Statutes*
21 *of 1999, and shall direct that committee to prepare a report for*
22 *submittal to the Legislature that describes and evaluates the*
23 *outcome of the contracts provided for in Section 217.7, stating*
24 *the positive and negative aspects of using design-sequencing as a*
25 *contracting method.*

26 (b) *Not later than July 1, 2007 and July 1 of each subsequent*
27 *year, during which a contract under the phase two pilot*
28 *program, as described in Section 217.75, is in effect, the*
29 *department shall prepare a status report on its contracting*
30 *methods, procedures, costs, and delivery schedules. Upon*
31 *completion of the design sequencing projects authorized under*
32 *Section 217.75, but in no event later than January 1, 2012, the*
33 *department shall direct the peer review committee authorized*
34 *under subdivision (a) to prepare a report for submittal to the*
35 *Legislature that describes and evaluates the outcome of the*
36 *contracts provided for in Section 217.75, stating the positive and*
37 *negative aspects of using design-sequencing as a contracting*
38 *method.*

39 (c) *This section shall remain in effect only until January 1,*
40 *2010 2012, and as of that date is repealed, unless a later enacted*

1 statute, that is enacted before January 1, ~~2010~~ 2012, deletes or
2 extends that date.

3 *SEC. 4. Section 217.9 of the Streets and Highways Code is*
4 *amended to read:*

5 217.9. Design-sequencing contracts under the phase two pilot
6 program, as described in ~~Section~~ Sections 217.7 and 217.75, shall
7 be awarded in accordance with all of the following:

8 (a) The department shall advertise design-sequencing projects
9 by special public notice to contractors.

10 (b) Contractors shall be required to provide prequalification
11 information establishing appropriate licensure and successful
12 past experience with the proposed work.

13 (c) This section shall remain in effect only until January 1,
14 ~~2010~~ 2012, and as of that date is repealed, unless a later enacted
15 statute, that is enacted before January 1, ~~2010~~ 2012, deletes or
16 extends that date.

17 ~~SECTION 1. Section 217 of the Streets and Highways Code~~
18 ~~is amended to read:~~

19 ~~217. The following definitions apply for the purposes of this~~
20 ~~article:~~

21 (a) ~~“Design” is a plan completed to a level of 30 percent.~~

22 (b) ~~“Design-sequencing” is a method of contracting that~~
23 ~~enables the sequencing of design activities to permit each~~
24 ~~construction phase to commence when design for that phase is~~
25 ~~complete, instead of requiring design for the entire project to be~~
26 ~~completed before commencing construction.~~

27 (c) ~~A “design-sequencing contract” is a contract between the~~
28 ~~department and a contractor that requires the department to~~
29 ~~prepare a design and permits construction of a project to~~
30 ~~commence upon completion of design for a construction phase.~~

31 ~~SEC. 2. Section 217.7 of the Streets and Highways Code is~~
32 ~~amended to read:~~

33 ~~217.7. Notwithstanding Chapter 1 (commencing with Section~~
34 ~~10100) of Part 2 of Division 2 of the Public Contract Code,~~
35 ~~except Section 10128 of that code, and Chapter 10 (commencing~~
36 ~~with Section 4525) of Division 5 of Title 1 of the Government~~
37 ~~Code, the department may award contracts using the~~
38 ~~design-sequencing contracting method defined in Section 217.~~
39 ~~For the purpose of this article, these projects shall be deemed~~
40 ~~public works.~~

- 1 ~~SEC. 3. Section 217.8 of the Streets and Highways Code is~~
2 ~~repealed.~~
- 3 ~~SEC. 4. Section 217.9 of the Streets and Highways Code is~~
4 ~~amended to read:~~
- 5 ~~217.9. Design-sequencing contracts, as described in Section~~
6 ~~217.7, shall be awarded in accordance with all of the following:~~
- 7 ~~(a) The department shall advertise design-sequencing projects~~
8 ~~by special public notice to contractors.~~
- 9 ~~(b) Contractors shall be required to provide prequalification~~
10 ~~information establishing appropriate licensure and successful~~
11 ~~past experience with the proposed work.~~

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STA Legislative Analysis

Legislation: SB 705: Design-Build Contracts (Introduced by Senator Runner)

Background:

This bill would authorize the Department of Transportation to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.

The author, who is carrying this bill for Caltrans, asserts that design-build, where a single contractor both designs and constructs the project, results in benefits that include accelerated completion of projects, cost containment, and the ability to see and correct design flaws at an early stage.

The current version of SB 705 would limit use of the design-build method to Caltrans, rather than local transportation agencies. Related legislation has been introduced (SB 371 – Torlakson), which would allow Caltrans, regional transportation agencies, and local transportation agencies to use design-build contracts to complete transportation projects. A complete analysis of SB 371 is in progress.

Solano County Impact:

As part of the Governor's "GoCalifornia" trailer bill package to protect future Proposition 42 funds, SB 705 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 705 is also addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

The impact to Solano County residents would be more cost effective and accelerated transportation project delivery.

Recommendation:

Staff recommends a support in concept position on SB 705, but would like to see language inserted which includes regional and local transportation agencies.

Introduced by Senator Runner
(Coauthors: Assembly Members Benoit and Sharon Runner)

February 22, 2005

An act to add Article 8 (commencing with Section 228) to Chapter 1 of Division 1 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 705, as introduced, Runner. Design-build contracts.

Existing law makes the Department of Transportation responsible for improving and maintaining the state highway system. Under existing law, until January 1, 2010, the department is authorized to utilize design-sequencing as an alternative contracting method for the design and construction of not more than 12 transportation projects, as defined.

This bill would authorize the department to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares the
2 following:

3 (a) Various public agencies throughout the country have been
4 considering, and in some cases experimenting with, innovative
5 contracting practices for public works with the goal of improving
6 and reducing the cost of the public works contract process and
7 reducing highway user delays, to the benefit of the public
8 interest.

9 (b) The Federal Highway Administration has established an
10 experimental project for the purpose of evaluating certain
11 innovative contracting practices, including the use of
12 design-build contracts, and has provided funding for the
13 documentation, evaluation, and reporting of these activities.

14 SEC. 2. Article 8 (commencing with Section 228) is added to
15 Chapter 1 of Division 1 of the Streets and Highways Code, to
16 read:

17
18 Article 8. Design-Build Contracting Program
19

20 228. Notwithstanding any provision of the Public Contract
21 Code or any other provision of law, the department may let
22 design-build contracts for the design and construction of
23 transportation projects selected by the director. For the purpose
24 of this article, these projects shall be deemed public works.

25 228.1. The following definitions apply for purposes of this
26 article:

27 (a) "Best value" means a value determined by objective
28 criteria and may include, but is not limited to, price, features,
29 functions, life-cycle costs, and other criteria deemed appropriate
30 by the department.

31 (b) "Design-build" means a procurement process in which
32 both the design and construction of a project are procured from a
33 single entity.

34 (c) "Design-build entity" means a partnership, corporation, or
35 other legal entity that is able to provide appropriately licensed
36 contracting, architectural, and engineering services as needed.

1 228.2. Prior to contracting for the procurement of state
2 transportation projects, the director shall take all of the following
3 actions:

4 (a) Prepare a program setting forth the scope of the project that
5 may include, but is not limited to, the size, type, and desired
6 design character of the transportation project and site and
7 performance specifications covering the quality of materials,
8 equipment, and workmanship, or any other information deemed
9 necessary to describe adequately the state's needs. The
10 performance specifications shall be prepared by a design
11 professional licensed and registered in the State of California.

12 (b) (1) Establish a competitive prequalification and selection
13 process for design-build entities, including any subcontractors
14 listed at the time of bid, that clearly specifies the prequalification
15 criteria and the manner in which the winning entity will be
16 selected.

17 (2) Prequalification shall be limited to the following criteria:

18 (A) Possession of all required licenses, registration, and
19 credentials in good standing that are required to design and
20 construct the project.

21 (B) Submission of evidence that establishes that the
22 design-build entity members have completed, or demonstrated
23 the capability to complete, projects of similar size, scope, or
24 complexity and that proposed key personnel have sufficient
25 experience and training to competently manage and complete the
26 design and construction of the project.

27 (C) Submission of a proposed project management plan that
28 establishes that the design-build entity has the experience,
29 competence, and capacity needed to effectively complete the
30 project.

31 (D) Submission of evidence that establishes that the
32 design-build entity has the capacity to obtain all required
33 payment and performance bonding, liability insurance, and errors
34 and omissions insurance.

35 (E) Submission of a financial statement that assures the
36 department that the design-build entity has the capacity to
37 complete the project.

38 (F) Provision of a declaration certifying that the design-build
39 entity members have not had a surety company finish work on
40 any project within the last five years.

1 (G) Provision of information and a declaration providing
2 details concerning all of the following:

3 (i) Any settlement or judgment in a construction or design
4 claim or litigation totaling more than five hundred thousand
5 dollars (\$500,000) or 5 percent of the annual value of work
6 performed, whichever is less, against any member of the
7 design-build entity within the last five years.

8 (ii) Any serious violation of the Occupational Safety and
9 Health Act, as provided in Part 1 (commencing with Section
10 6300) of Division 5 of the Labor Code, committed by any
11 member of the design-build entity.

12 (iii) Any violation of federal or state law, including, but not
13 limited to, those laws governing the payment of wages or
14 benefits or personal income tax, Federal Insurance Contributions
15 Act withholding, or state disability insurance withholding or
16 unemployment insurance payment requirements against any
17 member of the design-build entity within the last five years. For
18 the purposes of this clause, only violations committed by a
19 design-build member as an employer shall be included in the
20 declaration. A violation by a subcontractor of the provisions of
21 subdivision (b) of Section 1775 of the Labor Code shall be
22 included in the declaration if the design-build member had
23 knowledge of the violation.

24 (iv) Any violations of the Contractors' State License Law
25 (Chapter 9 (commencing with Section 7000) of Division 3 of the
26 Business and Professions Code), excluding complaints the
27 registrar found unsubstantiated.

28 (v) Any conviction of any member of the design-build entity
29 for submitting a false or fraudulent claim to a public agency over
30 the last five years.

31 (H) Submission of the questionnaire required by Section
32 10162 of the Public Contract Code under penalty of perjury.

33 (I) Provision of a declaration that the design-build entity will
34 comply with all other provisions of law applicable to the project,
35 including, but not limited to, the requirements of Chapter 1
36 (commencing with Section 1720) of Part 7 of Division 2 of the
37 Labor Code.

38 (3) Any declaration required under paragraph (2) shall state
39 that reasonable diligence has been used in its preparation and that
40 it is true and complete to the best of the signer's knowledge. A

1 person who certifies as true any material matter that he or she
2 knows to be false is guilty of a misdemeanor and shall be
3 punished by not more than one year in a county jail, by a fine of
4 not more than five thousand dollars (\$5,000), or by both the fine
5 and imprisonment.

6 228.3. (a) The department, in each design-build request for
7 proposal, may identify types of subcontractors by subcontractor
8 license classification, that will be listed by the design-build entity
9 at the time of the bid. In selecting the subcontractors that will be
10 listed by the design-build entity, the department shall limit the
11 identification to only those license classifications deemed
12 essential for proper completion of the project. The department
13 shall not specify more than five licensed subcontractor
14 classifications.

15 (b) At its discretion, the design-build entity may list an
16 additional two subcontractors, identified by subcontractor license
17 classification, that will perform design or construction work, or
18 both, on the project. The design-build entity shall not list at the
19 time of bid, a total of more than seven subcontractor license
20 classifications on a project.

21 (c) All subcontractors that are listed at the time of bid shall be
22 afforded all of the protection contained in Chapter 4
23 (commencing with Section 4100) of Part 1 of Division 2 of the
24 Public Contract Code.

25 228.4. (a) All subcontracts that are not to be performed by the
26 design-build entity shall be competitively bid and awarded by the
27 design-build entity, in accordance with the design-build process
28 set forth by the department in the design-build package.

29 (b) The design-build entity shall do all of the following in
30 bidding and awarding the subcontractors:

31 (1) Provide public notice of the availability of work to be
32 subcontracted in accordance with Section 10140 of the Public
33 Contract Code.

34 (2) Provide a fixed date and time at which the subcontracted
35 work will be awarded in accordance with Section 10141 of the
36 Public Contract Code.

37 (3) As authorized by the department, establish reasonable
38 prequalification criteria and standards, limited in scope to those
39 described in Section 228.2.

1 (4) Provide that the subcontracted work shall be awarded to
2 the lowest responsible bidder.

3 228.5. The department shall establish technical criteria and
4 methodology, including price, to evaluate proposals and shall
5 describe the criteria and methodology in the request for
6 design-build proposals. The award shall be made to the
7 design-build entity whose proposal is judged as providing the
8 best value in meeting the interest of the department and meeting
9 the objectives of the project.

10 228.6. (a) Any design-build entity that is selected to design
11 and build a project pursuant to this section shall possess or obtain
12 sufficient bonding as required by applicable provisions of the
13 Public Contract Code or the California Toll Bridge Authority Act
14 (Chapter 1 (commencing with Section 30000) of Division 17).
15 Nothing in this section shall prohibit a general or engineering
16 contractor from being designated the lead entity on a
17 design-build entity for the purposes of purchasing necessary
18 bonding to cover the activities of the design-build entity.

19 (b) Any payment or performance bond written for the
20 purposes of this section shall use a bond form developed by the
21 Department of General Services. In developing the bond form,
22 the department shall consult with the surety industry to achieve a
23 bond form that is consistent with surety industry standards, while
24 protecting the interests of the state.

25 SEC. 3. No reimbursement is required by this act pursuant to
26 Section 6 of Article XIII B of the California Constitution because
27 the only costs that may be incurred by a local agency or school
28 district will be incurred because this act creates a new crime or
29 infraction, eliminates a crime or infraction, or changes the
30 penalty for a crime or infraction, within the meaning of Section
31 17556 of the Government Code, or changes the definition of a
32 crime within the meaning of Section 6 of Article XIII B of the
33 California Constitution.

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**Solano Transportation Authority
Legislative Matrix
June, 2005
State Legislation**

State Legislation Bill/Author	Subject	Status	STA Position
AB 453 (Benoit) Construction Contract Cost Allocations	This bill would require, in order for an allocation for construction costs, or for preconstruction costs if not already allocated, to be made, that a local agency furnish evidence satisfactory to the Department of Transportation that all matters prerequisite to the award of a construction contract can be accomplished within two years after the allocation.	SEN Resolutions	
AB 748 (Wolk) Toll Bridges and Toll Roads: Pedestrians and Bicycles	Prohibits a toll from being imposed on the passage of a pedestrian or bicycle over toll roads or bridges.	ASM Appropriations to second reading (hearing set for 5/31/05)	
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations (hearing to be set)	
AB 1010 (Oropeza) Rail Transit	Existing law provides that any public transit guide way planned, acquired, or constructed after January 1, 1979, is subject to the regulations of the Public Utilities Commission relative to safety appliances and procedures. This bill would transfer that responsibility to the Department of Transportation on January 1, 2007	ASM Appropriations to third reading (hearing to be set)	
AB 1266 (Niello) State highways: design- sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations to second reading (hearing to be set)	

State Legislation Bill/Author	Subject	Status	STA Position
AB 1699 (Frommer) Design-Build: Limited Authority	States the intent of the Legislature to authorize transportation agencies in 7 northern California counties (including Solano) to use a design-build process for bidding on one highway construction project within the jurisdiction of the applicable transportation authority. (Introduced 2/22/05)	ASM Appropriations to second reading (hearing to be set)	
AB 1714 (Plescia) Toll Bridge Seismic Retrofit Program: Revised Cost Estimates	Revises the estimated cost of the state-owned toll bridge seismic retrofit and replacement program from \$4.6 billion to \$7.1 billion, including \$4.8 billion for the replacement of the east span of the San Francisco/Oakland Bay Bridge and revised amounts for certain other toll bridges. Identifies \$300 million in state funds from various sources to fund the demolition costs of the replaced span of the San Francisco/Oakland Bay Bridge. Provides that the remainder of the cost of the project shall be borne by the Metropolitan Transportation Commission through a set of options, including any existing state and federal funds, a new bridge toll, or redirecting Regional Measure 2 toll revenues. Provides that MTC may implement new tolls using a variable pricing strategy, subject to Caltrans' approval.	ASM Appropriations to second reading (hearing to be set)	
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Committee on Transportation	Support
ACA 7 (Nation) Local Governmental Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations (hearing set, suspended)	Support
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee	Watch

State Legislation Bill/Author	Subject	Status	STA Position
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation	Watch
ACAX1 4 (Keene) State finances, budget, education finance, transportation funding	This measure places a constitutional amendment before the voters to provide for ongoing spending authority in the event of a late budget, across-the-board spending cuts to prevent General Fund spending from exceeding revenues, changes to the Proposition 98 minimum funding guarantee for K-14 Education, protection for Proposition 42 transportation funding, and prohibitions on General Fund borrowing from special funds.	ASM Comm. on Budget Process	
AJR 18 (Jones) Amtrak Funding	This measure would request the U.S. Congress to provide adequate operating and capital funding for Amtrak at specified levels, to preserve and improve the four Amtrak trains currently serving California (including the Capitol Corridor) and to establish a multiyear capital funding program available to the states on a matching basis to initiate, improve, or expand passenger rail services and provide an adequate level of capital funding for Amtrak to sustain the mandated rail passenger services.	SEN Committee on Transportation & Housing	
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM first reading, held at desk	Request comments from cities & counties
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	SEN Appropriations third reading (hearing set for 5/31/05)	Watch

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission	
SB 521 (Torlakson) Local planning: transit village plans.	This bill would require that the mix of housing types in a transit village development district be on parcels of which at least a portion is within not more than a quarter-mile of the exterior boundary of the parcel on which a rail station is located or parcels located in an area equal to the area encompassed by a quarter-mile radius from the exterior boundary of the parcel on which the station is located. This bill would redefine "blight" for the purposes of redevelopment law, to include the lack of high-density development within a transit village development district. The bill would provide that the redevelopment project area must include rail transit provided by 11 specified operators including Capitol Corridor. The bill would exempt a transit village development district from the requirement that it be characterized as predominantly urbanized, and would require a city or county to allow use by right on each parcel within a transit village development district. The bill would require that the redevelopment agency submit the proposed redevelopment plan to the California Infrastructure and Economic Development Bank for review and approval and prohibit the bank from approving new project areas after December 31, 2012.	SEN Appropriations to third reading (hearing set for 5/31/05)	Watch
SB 601 (Soto) Build California Bond Act of 2006	This bill would enact the Build California Bond Act of 2006 to authorize \$3 billion in state general obligation bonds for specified projects, including construction of highway and public transportation projects that are significant for the state, reduce congestion, provide for safety and facilitate the movement of goods into, through, and out of state. Requires vote in next statewide election.	SEN Transportation & Housing (hearing cancelled at request of author)	
SB 705 (Runner) Design Build Contracts	This bill would authorize the Department of Transportation to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (hearing cancelled at request of author)	

State Legislation Bill/Author	Subject	Status	STA Position
SB 1020 (Migden) County Sales and Use Taxes: rate increase	<p>This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived there from, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.</p>	SEN Revenue & Taxation (hearing postponed by committee)	
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	<p>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.</p>	SEN Appropriations to third reading (hearing set for 5/31/05)	

Federal Legislation Bill/Author	Subject	Status	Position
HR 807 (Blumenauer) Transportation Fringe Benefit: Bicycle Commuters	Amends the Internal Revenue Code to include a bicycle commuting allowance as a qualified transportation fringe benefit, excludable from gross income.	House Ways & Means Committee: Health Subcommittee	



DATE: June 1, 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
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	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	July 29, 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:

**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
rguerrero@sta-snci.com



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 should 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
rguerrero@sta-snci.com
