



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

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

**MEETING NOTICE**

**March 8, 2006**

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

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

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

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

<b>ITEM</b>	<b>BOARD/STAFF PERSON</b>
<b>I. CALL TO ORDER – CONFIRM QUORUM</b> (6:00 – 6:05 p.m.)	Chair Augustine
<b>II. PLEDGE OF ALLEGIANCE</b>	
<b>III. APPROVAL OF AGENDA</b>	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT</b> (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 Masiclat, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**2006 STA BOARD MEMBERS**

Len Augustine Chair City of Vacaville	Anthony Intintoli Vice Chair City of Vallejo	Steve Messina City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Jim Spering City of Suisun City	Ed Woodruff City of Rio Vista	John Silva County of Solano
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**2006 STA BOARD ALTERNATES**

Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez
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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls  
(6:10 - 6:15 p.m.) – Pg 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**  
(6:15 – 6:25 p.m.)
- A. **Caltrans Report**
1. **Update on Flooding Prevention Activities for I-80** Doanh Nguyen
- B. **MTC Report**
- C. **STA Report**
1. **Proclamation of Appreciation – Jennifer Tongson** Chair Augustine
- VII. **CONSENT CALENDAR**
- Recommendation:*  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:25 – 6:30 p.m.)
- A. **STA Board Minutes of February 8, 2006** Johanna Masiclat  
*Recommendation:*  
Approve minutes of February 8, 2006.  
**Pg. 11**
- B. **Review Draft TAC Minutes of February 22, 2006** Johanna Masiclat  
*Recommendation:*  
Receive and file.  
**Pg. 19**
- C. **STA Board Meeting Schedule for Calendar Year 2006** Johanna Masiclat  
*Recommendation:*  
Informational.  
**Pg. 25**
- D. **FY 2005-06 2<sup>nd</sup> Quarter Budget Report** Susan Furtado  
*Recommendation:*  
Receive and file.  
**Pg. 27**
- E. **Contract Amendment with Korve Engineering for North Connector Project (Project Report/Environmental Document)** Janet Adams  
*Recommendation:*  
Authorize the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.  
**Pg. 31**

- F. Consultant Selection and Contract Approval for Design Services for the North Connector Project** Janet Adams  
Recommendation:  
*Authorize the Executive Director to enter into an agreement with BKF Engineers to provide final design services for the North Connector project for an amount not to exceed \$1,750,000.*  
**Pg. 33**
- G. FY 2006-07 TFCA 40% Program Manager Guidelines and Call for Projects** Robert Guerrero  
Recommendation:  
*Approve the following:*
1. *FY 2006-07 Solano TFCA 40% Program Manager Guidelines.*
  2. *Authorize the Executive Director to initiate a Call for Projects for the FY 2006-07 TFCA Program Manager funds.*
- Pg. 35**
- H. SolanoLinks Transit Consortium Draft 2006 Work Plan** Elizabeth Richards  
Recommendation:  
*Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.*  
**Pg. 49**

**VIII. ACTION ITEMS – FINANCIAL**

- A. FY 2005-06 Mid-Year Budget Revision** Daryl Halls  
Recommendation:  
*Approve the Mid-Year revision for the FY 2005-06 Budget as shown in Attachment A.*  
**(6:30 – 6:35 p.m.) - Pg. 55**
- B. Alternative Modes Funding Strategy** Robert Guerrero  
Recommendation:  
*Approve the STA's Alternative Modes Funding Strategy as specified in Attachment A.*  
**(6:35 – 6:40 p.m.) - Pg. 61**

**IX. ACTION ITEMS – NON FINANCIAL**

**A. Intercity Transit Funding Agreement – Status Update**

Elizabeth Richards

Recommendation:

Approve the following:

1. *Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.*
2. *Service Evaluation Parameters as specified in Attachment B.*

(6:40 – 6:45 p.m.) – **Pg. 67**

**B. State Legislative Update – March 2006**

Jayne Bauer

Approve the following:

1. *Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:*
  - A. *AB 1783 (Nunez)*
  - B. *SB 1024 (Perata/Torlakson)*
  - C. *SB 1165 (Dutton)*
2. *Adopt a support position on AB 2538 (Wolk)*
3. *Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment H.*
4. *Approve the following three transit projects on the STA's priority list of projects for state funding:*
  - *Vallejo Ferry Terminal*
  - *Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements*
  - *I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville*

(6:45 – 6:55 p.m.) – **Pg. 71**

**X. INFORMATION ITEMS**

**A. STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08**

Janet Adams

Informational

(6:55 – 7:05 p.m.) – **Pg. 101**

**B. Solano Napa Commuter Information (SNCI) Program FY 2005-06 Mid-Year Report**

Anna McLaughlin

Informational

(7:05 – 7:10 p.m.) – **Pg. 123**



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**M E M O R A N D U M**

DATE: March 1, 2006  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – March 2006

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

**STA Board Visits Sacramento**

On March 1, 2006, Board Members Augustine, Intintoli, Spering and Woodruff traveled to Sacramento for meetings with members of the Solano County State Legislative delegation to advocate for state matching funds for a number of STA's priority projects. Two prime topics of discussion were the permanent restoration and repayment of Proposition 42 transportation funds and discussions pertaining to the placement of a State Bond measure on the ballot to fund various state infrastructure priorities, specifically transportation.

**Adoption of the Alternative Modes Funding Strategy will Dedicate New Revenue Source for Implementation of Bike, Pedestrian and TLC Projects \***

On February 2, 2006, the STA Board's Alternative Modes Committee met, reviewed and unanimously took action to recommend the STA Board approve an Alternative Funding Strategy. If approved by the STA Board, this will dedicate over \$7 million in federal transportation and regional air quality funds to these three programs over the next three years. This will provide specific funding for all three major elements of the Alternative Modes Element as identified by the Bike, Pedestrian and Transportation for Livable Communities (TLC) projects identified in the STA's recently adopted Comprehensive Transportation Plan (CTP).

**FY 2005/06 Budget Revisions Proposed to Reflect Priority Projects \***

Susan Furtado, STA's Finance Analyst/Accountant, has prepared a 2<sup>nd</sup> Quarter Budget Report that highlights the STA's approved revenues exceeding the expected expenditures for FY 2005-06. Also included with this agenda is a recommended FY 2005-06 Mid-year Budget revision to incorporate several new and/or augmented funding sources and to fully fund the recent Board actions pertaining to the implementation of priority projects and the development of the expenditure plan for the proposed half cent sales tax entitled, "Traffic Relief and Safety Plan for Solano County."

**Enhanced Transit Coordination \***

Attached with this agenda are two items pertaining to the STA's continuing efforts to coordinate with Solano County's Intercity Transit operators on a variety of transit planning, funding and services issues. A key step in this process is the proposed adoption of principles and parameters for the funding and provision of Intercity Transit Service throughout Solano County.

**Departure of Assistant Project Manager**

In March, Jennifer Tongson, the STA's Deputy Project Manager, will be departing the agency to accept a new consultant position with a Bay Area based consultant firm, Whelan Consulting. Jennifer has worked for the STA for six years and has done some outstanding work as the lead staff supporting the Paratransit Coordinating Council (PCC), programming and monitoring a variety of regional, state and federal transportation fund sources, worked with local project sponsors to ensure the timely delivery of their projects, served as the agency's Disadvantaged Business Enterprise (DBE) officer, and recently staffed the completion of Phase 1 of the Countywide Safety Plan update. She has been a pleasure to work with and watch develop as a transportation planning and programming professional. She will be missed.

**Attachments:**

- A. STA Acronyms List
- B. State Legislative Update dated Feb 28, 2006 – Shaw/Yoder Inc.
- C. Federal Legislative Update dated March 1, 2006 – The Ferguson Group



## A C R O N Y M S L I S T

ABAG	Association of Bay Area Governments	PMP	Pavement Management Program
ADA	American with Disabilities Act	PMS	Pavement Management System
AVA	Abandoned Vehicle Abatement	PMS	Pavement Management System
APDE	Advanced Project Development Element (STIP)	PNR	Park and Ride
AQMD	Air Quality Management Plan	POP	Program of Projects
BAAQMD	Bay Area Air Quality Management District	PSR	Project Study Report
BABC	Bay Area Bicycle Coalition	PTAC	Partnership Technical Advisory Committee (MTC)
BAC	Bicycle Advisory Committee	RABA	Revenue Alignment Budget Authority
BCDC	Bay Conservation and Development Commission	REPEG	Regional Environmental Public Education Group
BT&H	Business, Transportation & Housing Agency	RFP	Request for Proposal
CALTRANS	California Department of Transportation	RFQ	Request for Qualification
CARB	California Air Resource Board	RRP	Regional Rideshare Program
CCCTA	Central Contra Costa Transportation Authority	RTEP	Regional Transit Expansion Policy
CEQA	California Environmental Quality Act	RTIP	Regional Transportation Improvement Program
CHP	California Highway Patrol	RTMC	Regional Transit Marketing Committee
CIP	Capital Improvement Program	RTP	Regional Transportation Plan
CMA	Congestion Management Agency	RTPA	Regional Transportation Planning Agency
CMAQ	Congestion Mitigation and Air Quality	SACOG	Sacramento Area Council of Governments
CMP	Congestion Management Program	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
CNG	Compressed Natural Gas	SCTA	Sonoma County Transportation Authority
CTA	County Transportation Authority	SHOPP	State Highway Operations and Protection Program
CTC	California Transportation Commission	SJCOG	San Joaquin Council of Governments
CTEP	County Transportation Expenditure Plan	SNCI	Solano Napa Commuter Information
CTP	Comprehensive Transportation Plan	SOV	Single Occupant Vehicle
DBE	Disadvantaged Business Enterprise	SMAQMD	Sacramento Metropolitan Air Quality Management District
DOT	Federal Department of Transportation	SP&R	State Planning and Research
EIR	Environmental Impact Report	SR2S	Safe Routes to School
EIS	Environmental Impact Statement	SR2T	Safe Routes to Transit
EPA	Environmental Protection Agency	SRITP	Short Range Intercity Transit Plan
FHWA	Federal Highway Administration	SRTIP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
HIP	Housing Incentive Program	STIP	State Transportation Improvement Program
HOV	High Occupancy Vehicle	STP	Surface Transportation Program
ISTEA	Intermodal Surface Transportation Efficiency Act	TAC	Technical Advisory Committee
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
JARC	Jobs Access Reverse Commute	TCI	Transit Capital Improvement
JPA	Joint Powers Agreement	TCM	Transportation Control Measure
LS&R	Local Streets and Roads	TCRP	Transportation Congestion Relief Program
LTA	Local Transportation Funds	TDA	Transportation Development Act
LEV	Low Emission Vehicle	TDM	Transportation Demand Management
LIFT	Low Income Flexible Transportation	TEA	Transportation Enhancement Activity
LOS	Level of Service	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
LTF	Local Transportation Funds	TFCA	Transportation for Clean Air Funds
MIS	Major Investment Study	TIP	Transportation Improvement Program
MOU	Memorandum of Understanding	TLC	Transportation for Livable Communities
MPO	Metropolitan Planning Organization	TMA	Transportation Management Association
MTC	Metropolitan Transportation Commission	TMTAC	Transportation Management Technical Advisory Committee
MTS	Metropolitan Transportation System	TOS	Traffic Operation System
NEPA	National Environmental Policy Act	TRAC	Trails Advisory Committee
NCTPA	Napa County Transportation Planning Agency	TSM	Transportation Systems Management
NHS	National Highway System	UZA	Urbanized Area
OTS	Office of Traffic Safety	VTA	Valley Transportation Authority (Santa Clara)
PAC	Pedestrian Advisory Committee	W2W	Welfare to Work
PCC	Paratransit Coordinating Council	WCCCTAC	West Contra Costa County Transportation Advisory Committee
PCRPP	Planning and Congestion Relief Program	YSAQMD	Yolo/Solano Air Quality Management District
PDS	Project Development Support	ZEV	Zero Emission Vehicle
PDT	Project Delivery Team		

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**SHAW/YODER, inc.**  
LEGISLATIVE ADVOCACY

February 28, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: LEGISLATIVE UPDATE**

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As you know, the Governor has recently released an ambitious 2006-07 Proposed State Budget, as well as a \$222 billion Strategic Growth Plan. We analyzed the contents of both in our last report. However, since that time, there has been a lot of response to both.

With respect to both, the Legislative Analyst's Office has just released their analysis of the Governor's recommendations. This document includes hundreds of findings and recommendations related to education, health and social services, criminal justice, transportation, resources, capital outlay, information technology, and local government. If you would like a full report of the analysis, you can access the information via the world wide web at <http://www.lao.ca.gov/analysis.aspx?year=2006&chap=0&toc=4>, or you may contact our office and we would be happy to provide one to you. However, specifically regarding transportation the Analyst has offered the following:

#### **Budget Boosts Short-Term Funding-But Not New Projects**

- The budget proposes to fully fund Proposition 42 and repay early \$920 million of a previous suspension. The budget also assumes that \$1 billion in tribal gaming bond revenues will be received. If fully realized, many projects will be able to start to "catch up" on prior-year delays. The funding increase, however, would not provide for additional transportation projects beyond what has already been scheduled for delivery.

#### **Administration Has Failed to Demonstrate Projects' Congestion Benefits**

- The general obligation bonds proposed in the Governor's Strategic Growth Plan would provide a one-time infusion of \$12 billion for additional transportation projects.
- The Governor's plan would allocate these funds in a way that is not consistent with the current, well established process of selecting projects.
- The administration has not provided basic information necessary to assess the merit of these proposed projects. Accordingly, we recommend that the Legislature not approve the Governor's bond proposals until the administration provides the requested information.

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1414 K Street, Suite 320  
Sacramento, CA 95814

## **Firewalling Proposition 42 Comes With a Big Downside**

- The Governor's proposal to firewall proposition 42 would increase the long-term stability of state transportation funding, but it would come at the expense of removing a budget balancing tool.
- Instead, we recommend that Proposition 42 be repealed and that the gas tax be increased correspondingly to generate an equivalent amount of funds for transportation. We also recommend that the tax be indexed to inflation to prevent the erosion of the revenue over time relative to road use.

## **Revenue Bond Would Crowd Out Highway Maintenance and Rehabilitation**

- The Governor proposes to use state gas tax and weight fee revenues to pay debt service on a future revenue bond. Without additional revenues, this would reduce the funding for highway maintenance and rehabilitation. We recommend that the Legislature reject the proposal absent additional revenues being provided to back the bonds.

Within the Legislature, the infrastructure bond discussions continue at a breakneck pace, but it's unlikely anything of import to the STA will make it on the June ballot, even though June was the preferred starting point for the series of bonds based on discussions several months ago. The Governor and the Democratic Leadership are still pushing hard to see if they can get something on the ballot in June, but Senator Ackerman, Minority Leader in the Senate, told a group recently that he won't let anything go on the June ballot (bonds require 2/3 vote, so his caucuses support is essential).

There are two major changes that the Legislature is considering regarding the Governor's preferred method for bonding. One major change is the Legislature's willingness to alter the program areas the Governor originally outlined to receive funding. For instance, the Governor recommended billions for courts and corrections, however the Legislature seems unwilling to approve those items. Conversely, the Governor's Plan had no revenue for housing or local public transportation, and the Legislature is considering adding billions of dollars to each category for funding.

The second major area of change is how the revenues would be allocated. The Governor's Plan, particularly in transportation, was very heavy on identifying specific projects of funding. And in fact, the STA is slated to receive hundreds of millions of dollars in specific project funding. However, the Legislature, thus far, continues to resist the notion of allocating funding this way, and instead is seeking to rely on already agreed-to funding formulas that are currently in place.

### **Legislation**

We are extremely proud to report that Assemblymember Lois Wolk has introduced AB 2538 that addresses the PPM changes the STA would like to see. Assemblymember Wolk recognized the importance of this measure, and we look forward to working with her to pass this important legislation.



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

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update  
 Date: March 1, 2006

### 1. Appropriations Update.

The chart below outlines STA's Fiscal Year 2007 requests.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.
Fairfield / Vacaville Intermodal Station	\$1.9 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.
I-80/680 Interchange	\$6 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.
Travis AFB Access Improvements (Jepson)	\$3 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.

In February, The Ferguson Group worked to finalize and submit required Fiscal Year 2007 appropriations request forms for STA's four funding requests (outlined below). All required forms were submitted to our House and Senate delegation offices prior to all deadlines. The next

milestone in the congressional appropriations process is the March 16 deadlines for House Members to submit their appropriations requests to subcommittees for consideration. From March 1-16, TFG will work with congressional staff to answer questions and address concerns regarding STA's requests.

The Ferguson Group will continue working with STA staff to coordinate STA's next set of meetings in Washington, DC during the week of April 3.

## **2. Earmark Reform.**

On February 28 the Senate Rules and Administration Committee reported favorably a bill which would allow points of order to be raised against earmarks and other provisions not included in either House or Senate reports but are added during conference – the one of the last steps in the legislative process. In sum, “The Legislative Transparency and Accountability Act of 2006” would make last minute additions to appropriations bills very difficult. This bill appears to be a good and reasonable step toward curbing appropriations abuses and is likely to be passed by the full Senate soon.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.

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DATE: February 27, 2006  
TO: STA Board  
FROM: Johanna Masielat, Clerk of the Board  
RE: Consent Calendar Summary  
(Any consent calendar item may be pulled for discussion)

**Recommendation:**

The STA Board approve the following attached consent items:

- A. STA Board Minutes of February 8, 2006
- B. Review Draft TAC Minutes of February 22, 2006
- C. STA Board Meeting Schedule for Calendar Year 2006
- D. FY 2005-06 2<sup>nd</sup> Quarter Budget Report
- E. Contract Amendment with Korve Engineering for North Connector Project (Project Report/Environmental Document)
- F. Consultant Selection and Contract Approval for Design Services for the North Connector Project
- G. FY 2006-07 TFCA 40% Program Manager Guidelines and Call for Projects
- H. SolanoLinks Transit Consortium Draft 2006 Work Plan

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**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes for Meeting of**  
**February 8, 2006**

**I. CALL TO ORDER**

Chair Augustine called the regular meeting to order at 6:02 p.m. A quorum was confirmed.

**MEMBERS**

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

**MEMBERS**

<b>ABSENT:</b>	John Silva	County of Solano
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**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Dan Christians	Asst. Exec. Dir./Director of Planning
	Janet Adams	Director of Projects
	Elizabeth Richards	Director of Transit and Rideshare Services
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Associate Planner
	Jennifer Tongson	Assistant Project Manager
	Sam Shelton	Planning Assistant
	Sharon Bachelder	Administrative Assistant

**ALSO**

<b>PRESENT:</b>	Vice Mayor Ron Jones	Dixon City Council
	Karin MacMillan	Fairfield Resident
	Mike Segala	Suisun City City Council
	Mike Duncan	City of Fairfield
	Gary Cullen	City of Suisun City
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Tom Mattis	Carpenter's Local 180
	Mike Miller	The Ferguson Group
	Tony Rice	Shaw/Yoder

**II. PLEDGE OF ALLEGIANCE**

**III. APPROVAL OF AGENDA**

On a motion by Member Price, and a second by Member Spring, the STA Board approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Moving Forward on Rio Vista Bridge Study and SR 12 Safety Project
  - Transit Service Planned on SR 12
  - STA's Revises Dates for Trips to Pursue of Federal and State Matching Funds
  - STA's Alternative Modes Committee to Recommend Funding Strategy for Bike, Pedestrian and TLC Projects
  - New Administrative Assistant Joins STA's SNCI Program
- Daryl Halls introduced Sharon Bachelder, STA's new Administrative Assistant, who started with the STA on February 1, 2006.

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

**A. Caltrans Report:**

Doanh Nguyen, Caltrans Project Manager, provided a status report to the Red Top Slide and other flood related issues in Solano County.

At the request of Chair Augustine and Member Price, Caltrans was asked to come back at the next Board meeting to provide reports on the following:

- Lane delineation on I-80 off of Leisure Town Road
- Comparison report on the flooding issues that occurred in 1998, and what caused I-80 to shut down longer in the recent flooding on December 31, 2005.

**B. MTC Report:**

None reported.

**C. STA Report:**

**1. Federal Legislative Update**

Mike Miller, The Ferguson Group (TFG), provided a Federal legislative update which included STA's Federal funding requests for FY 2007 and other highway construction funding in Solano County. He cited that TFG is also working with STA staff to coordinate STA's next set of meetings in Washington, D.C. with STA's staff congressional delegation and relevant federal agencies.

**2. State Legislative Update**

Tony Rice, Shaw/Yoder, highlighted the Governor's proposed State Budget for 2006-07 regarding transit and transportation.

**3. Elizabeth Richards announced the following:**

- Lifeline Transportation Funding Program Workshop in Vallejo on February 16, 2006 (9:30 a.m. – 11:30 a.m.) at the Vallejo City Hall
- Emergency Ride Home Program mailer went out to Employers in Solano County

**VII. CONSENT CALENDAR**

On a motion by Vice Chair Intintoli, and a second by Member Spring, the staff recommendations for consent calendar items A through H were unanimously approved.

**A. STA Board Minutes of January 11, 2006**

Recommendation:

Approve STA Board minutes of January 11, 2006.

**B. Review Draft TAC Minutes of January 25, 2006**

Recommendation:

Receive and file.

**C. STA Board Meeting Schedule for Calendar Year 2006**

Recommendation:

Informational.

**D. Amended State Route 12 East Prioritization and Implementation Strategy**

Recommendation:

Approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.

**E. Amendment of Consultant Services Agreement with Smith, Watts and Co. for Development and Distribution of Public Information Materials Pertaining to STIA's Traffic Relief and Safety Plan**

Recommendation:

Authorize the Executive Director to amend the consultant services agreement with Smith, Watts & Company to develop and distribute public information materials related to the STIA's County Transportation Expenditure Plan, "Traffic Relief and Safety Plan for Solano County" for an amount not to exceed \$149,000.

**F. Contract Amendment with Circlepoint for Public Information Materials for the County Transportation Expenditure Plan**

Recommendation:

Authorize the Executive Director to amend the current contract with Circlepoint to include an additional \$13,000 for public information materials for the 2006 County Transportation Expenditure Plan (entitled the "Traffic Relief and Safety Plan for Solano County" as described in the attached Scope of Work dated February 1, 2006.

**G. Contract Amendment with Circlepoint for Transportation and Land Use Fact Sheet**

Recommendation:

Authorize the Executive Director to execute a contract amendment with Circlepoint for up to \$5,000 to prepare a Transportation and Land Use Fact Sheet as part of the STA's Transportation and Land Use Solutions (T-Plus) Program.

**Bicycle and Advisory Committee (BAC) Member Appointments**

Recommendation:

Appoint the following four nominees as Bicycle Advisory Committee members for a new three-year term:

- J.B. Davis for the City of Benicia, term expiring in December 2007
- Randall Carlson for the City of Fairfield, term expiring in December 2008
- Ray Posey for the City of Vacaville, term expiring in December 2008
- Glen Grant for the County of Solano, term expiring in December 2008

**VIII. ACTION ITEMS: FINANCIAL**

**A. Allocation of FY 2006-07 Eastern Solano County Congestion Mitigation Air Quality Improvement Program Funds**

Robert Guerrero outlined funding allocations of \$1.4 million of FY 2006-07 ECMAQ funds for the following: SNCI Ridesharing Services (\$100,000-SNCI); Dixon to Vacaville Bike Route (\$500,000-County of Solano); Centennial Bikeway (\$520,00-Vacaville); Knob Hill Bike Path (\$80,000-Vacaville); Alternative Fuel Vehicle Incentive Program (\$200,000-Vacaville). He cited that remaining ECMAQ funds for FY 2007-08 and FY 2008-09 (nearly \$8.3 million) will be programmed in accordance with the final Alternative Modes Strategy that is anticipated to be recommended for adoption by the STA Board at the March 8<sup>th</sup>, 2006 meeting.

**Board Comments:**

None presented.

Recommendation:

Approve the allocation of \$1.4 million in Eastern Solano Congestion Mitigation Air Quality Improvement Program (ECMAQ) funds for the projects specified in Attachment A.

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

**IX. ACTION ITEMS: NON-FINANCIAL**

- A. Adoption of Support for STIA's County Transportation Expenditure Plan titled, "Traffic Relief and Safety Plan (TRSP) for Solano County"**  
Daryl Halls stated that the STIA Board unanimously adopted the final plan at a special meeting on February 1, 2006. He recommended the STA Board adopt a position of support for the Traffic Relief and Safety Plan for Solano County and authorize the STA Chair to forward letters to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the Solano County Board of Supervisors conveying the STA's support for the adoption of the Plan and its placement on the June 6, 2006 ballot.

**Public/Board Comments:**

Karin MacMillan came forward and offered support for the Traffic Relief and Safety Plan for Solano County. She stated her support for continuing the negotiations that are going on and hoped the negotiations would be completed before the elections so that there is support for the early extension of orderly growth initiative of Proposition A as well as the Solano Regional Park Plan.

Tom Mattis, Carpenters Union Local 180, added that his Union would like to put their effort behind the measure through monetary contributions and computer phone banking.

Member Spering addressed the two issues regarding the extension of Measure A and the Regional Park Plan and noted that STA Board members do not have the authority to specifically address these issues. He asked Mr. Mattis if the group that is meeting sets the bar too high, would his Union still support the TRSP?

Tom Mattis responded that with all certainty he was fully supportive of the TRSP.

Recommendation:

Approve the following:

1. Support for the "Traffic Relief and Safety Plan for Solano County" developed by the Solano Transportation Improvement Authority.
2. Authorize the STA Chair to forward letters to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors requesting their support of the Plan.
3. Authorize the STA Chair to forward a letter to the Solano County Board of Supervisors requesting they support the STIA's request to place the Sales Tax Ordinance for the "Traffic Relief and Safety Plan for Solano County" on the ballot for the June 6, 2006 election following the approval of the plan by a majority of Solano County's cities and the Solano County Board of Supervisors.

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

**B. Public Hearing for the Draft FY 2005-06 Disadvantaged Business Enterprise (DBE) Program**

Jennifer Tongson cited that Caltrans approved the draft DBE Program and notified the STA to begin the public comment process. She stated that public notices were published in the local newspapers on February 1, 2006 for a 30-day public review/45-day public comment period from the date of publication. She added that at the end of the public review process, the draft DBE Program will be presented to the STA Board in April for formal adoption, and then will be forwarded to Caltrans for final approval.

**Board Comments:**

None presented.

Recommendation:

Conduct a Public Hearing and accept comments from the public at the February 8, 2006 Public Hearing for the STA's Draft FY 2005-06 DBE Program.

**Open Public Comment Hearing: 6:40 p.m.**

**No comments received.**

**Closed Public Comment Hearing: 6:41 p.m.**

**C. Approval of Request for Proposal (RFP) for Project Management Services**

Janet Adams reviewed the proximity and similar tasks in the scope of work for the SR 12/Church Road Improvements PSR and the SR 12-Rio Vista Bridge Study. She cited that the proposal to combine the Project Management for these two efforts was discussed and concurred with by the City of Rio Vista on January 12, 2006.

**Board Comments:**

None presented.

Recommendation:

Authorize the Executive Director to issue a Request for Proposal (RFP) for Project Management Services for the SR 12/Church Road Improvements Project Study Report (PSR) and the SR 12 – Rio Vista Bridge Study.

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

**D. Approval of Final State Route (SR) 12 Transit Corridor Study**

Dan Christians provided an overview of the revised report entitled “State Route 12 Corridor Study, January 31, 2006”. He cited that various implementation steps are included in the study. He also stated that a funding plan will be prepared over the next year and that the initial phase (s) of the proposed service would be initiated when sufficient funding is secured.

**Board Comments:**

None presented.

Recommendation:

Approve the final SR 12 Transit Corridor Study dated January 31, 2006.

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

**E. State Legislative Update and Additional FFY 2007 Appropriations Requests**

Jayne Bauer provided State legislative updates to the proposed State Budget for 2006-07 released by Governor Arnold Schwarzenegger on January 11, 2006, and reviewed Solano County earmarks submitted by Caltrans and the Business, Transportation and Housing Agency for regional projects to receive State matching funds through the Governor’s bond proposal.

**Board Comments:**

None presented.

Recommendation:

Approve the following:

1. Support the following priorities pertaining to the Governor's proposed bond measure for transportation including the following elements:
  - (a) Adopt a constitutional amendment to protect Proposition 42.
  - (b) Provide earmarks for the following Solano County projects:
    - \$300 million for the I-80/I-680/SR 12 Interchange project
    - \$125 million for rail improvements (including the Capitol Corridor)
    - \$65 million for the SR 12 Jameson Canyon project
    - \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)
2. Approve additional FFY 2007 Federal appropriations requests for the I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component (\$6 Million) and the Travis Air Force Base (AFB) Access Improvements/Jepson Parkway (\$3 Million).

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

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

**A. Lifeline Transportation Funding Program**

**B. Funding Opportunities Summary**

**XI. BOARD MEMBER COMMENTS:**

- Member Woodruff announced the initiation of the new local Rio Vista Transit Service.
- Member Price noted his recent participation in the Mayor's Planning Institute.
- Member Vasquez announced the upcoming Obesity Summit on February 23, 2006.
- Chair Augustine provided an update on Union Pacific.

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, March 8, 2006 at the Suisun City Hall Council Chambers.**

Attested By:

  
\_\_\_\_\_

**Johanna Masiel  
Clerk of the Board**

\_\_\_\_\_ 3/1/06  
Date



**TECHNICAL ADVISORY COMMITTEE**

**DRAFT**

**Minutes of the meeting**

**February 22, 2006**

**I. CALL TO ORDER**

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

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Mike Duncan	City of Fairfield
	Brent Salmi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Anna McLaughlin	STA/SNCI
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masiclat	STA

**II. APPROVAL OF AGENDA**

By consensus, the STA TAC approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero announced the submittal deadline for BAAQMD's FY 2006-07 TFCA Program Manager Fund is May 1, 2006. He cited that staff would work with project sponsors to complete their applications prior to the next month's meeting in order for them to review and provide a recommendation for the Board to approve the projects in April.

Sam Shelton reported the following activities in the months of February and March:

1. Safe Routes to School (SR2S) Process
2. Solano Bike/Ped Program Application Workshop is scheduled after today's TAC meeting.
3. Obesity Summit Meeting is scheduled on Thursday, February 23, 2006.

Jennifer Tongson reminded the TAC that the Resolutions, Legal Opinions, and Certification of Assurances are due for SAFETEA Third Cycle STP funded projects for Local Streets and Roads are due to the STA.

Janet Adams announced that Caltrans will pursue STA's next PSR on the priority list for the I-80 Travis Blvd. to Air Base Parkway Auxiliary Lane.

**Other:** Mike Duncan, City of Fairfield, announced MTC's User's Week for the Pavement Management System beginning the week of March 6, 2006. He stated that the first part of the week will highlight the Strategic Plan being developed by MTC's Local Streets and Roads Committee.

#### **V. CONSENT CALENDAR**

On a motion by Dan Schiada, and a second by Gary Cullen, the STA TAC unanimously approved Consent Calendar Items A through F.

##### Recommendations:

##### **A. Minutes of the TAC Meeting of January 25, 2006**

###### Recommendation:

Approve minutes of January 25, 2006.

- B. STA Board Meeting Highlights of February 8, 2006**  
Informational
- C. STIA Board Meeting Highlights of February 1, 2006**  
Informational
- D. STA 2006 Board Meeting Calendar Update**  
Informational
- E. Funding Opportunities Summary**  
Informational
- F. Contract Amendment with Korve Engineering for North Connector Project Report/Environmental Document**  
Recommendation:  
Forward recommendation to the STA Board authorizing the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.

## **VI. ACTION ITEMS**

- A. Alternative Modes Fund Strategy**  
Robert Guerrero reviewed the Alternative Modes Strategy and noted it has been slightly revised to clarify the total anticipated contribution to the Solano Napa Commuter Information's Rideshare Activities from the Bay Area Air Quality Management District (BAAQMD)'s TFCA Program. He cited that all other recommendations regarding the Alternative Modes Funding Strategy previously discussed at the January 25, 2006 TAC meeting remain the same which includes an estimated \$10 million available for alternative modes projects over the next 3 years. He noted that the Alternative Modes Committee review and recommend TLC Projects to the STA Board, and the TAC will review and recommend projects associated in the "other" category to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Alternative Modes Strategy as specified in Attachment A.

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

- B. Intercity Transit Funding Agreement – Status Update**  
Elizabeth Richards reviewed the proposed Intercity Transit Funding (ITF) Working Group's Guiding Principles and the proposed Intercity Transit Service Route Analysis Evaluation Parameters. She stated that once a draft methodology for the Intercity Transit Service subsidy sharing and the underlying costs and revenues have been agreed to by the transit operators and funding partners, this will be brought through the TAC and to the STA Board for approval.

Recommendation:

Recommend the STA Board to approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

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

**C. SolanoLinks Transit Consortium Draft 2006 Work Plan**

Elizabeth Richards reviewed the draft SolanoLinks Transit Consortium Work Plan which includes modifications offered by the Consortium members in the January 25, 2006 meeting that have been incorporated into the draft Work Plan.

Recommendation:

Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

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

**D. State Legislative Update – February 2006**

Daryl Halls outlined the three (3) bills pertaining to a proposed bond measure for transportation (AB 1783 (Nunez)), (SB 1024 (Perata/Torlakson)), (SB 1165 (Dutton)) and the draft STA Principles for State Infrastructure Financing consistent with the policies of the 2006 STA Legislative Priorities and Platform based primarily on the principles drafted by the Bay Area CMA Directors.

In addition, Daryl Halls distributed and provided an addendum to forward a recommendation to the STA Board to approve three transit projects be placed on the STA's priority list of projects for state funding: Vallejo Ferry Terminal, Fairfield/Vacaville Rail Station and Capitol Corridor, and I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vallejo.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
  - AB 1783 (Nunez)
  - SB 1024 (Perata/Torlakson)
  - SB 1165 (Dutton)
2. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment G.

3. *Approve the following three transit projects on the STA's priority list of projects for state funding:*

- *Vallejo Ferry Terminal*
- *Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements*
- *I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville*

On a motion by Dale Pfeiffer, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended shown in *bold italics*.

## VII. INFORMATION ITEMS

**A. Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County**

Daryl Halls cited that the STIA Board unanimously approved the adoption of the "Traffic Relief and Safety Plan for Solano County" at the February 1, 2006 special meeting. He stated that the proposed County Transportation Expenditure Plan would guide the expenditures for an estimated \$1.57 billion in revenues expected to be generated by a proposed 30 year, ½ cent sales tax for transportation.

**B. STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08**

Janet Adams reviewed the draft STA Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08. She specified that the comments that were received from two members of the TAC have been incorporated into the draft STA OWP. She cited that pending adoption of the OWP by the TAC and Consortium on March 29, 2006, it would be forwarded to the STA Board on April 12, 2006 for adoption.

**C. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program**

Janet Adams provided an update on Implementation of Disadvantaged Business Enterprise (DBE) Program. She outlined the information notice sent by Caltrans on February 9, 2006 to all local agencies of a 1.) 45-day extension of the public comment period to March 20, 2006; 2.) a final decision would be made whether Caltrans will continue with a race-conscious DBE program or if it will be changed to a race-neutral DBE program; and 3.) should a change be made, the implications to the local agencies.

**D. 2007 TIP Development**

Jennifer Tongson stated that in preparation for the upcoming expiration of the 2005 Transportation Improvement Program (TIP) (set to expire on September 30, 2006), MTC is initiating the development of the 2007 TIP. She cited that after April 10<sup>th</sup>, the TIP will be reviewed by MTC and will run through an air quality conformity analysis and the final TIP is scheduled for approval by FHWA and FTA on Monday, October 2, 2006.

**E. Highway Projects Status Report:**

- 1. I-80/I-680/SR 12 Interchange**
- 2. North Connector**
- 3. I-80 HOV Project: Red Top Road to Air Base Parkway**
- 4. Jepson Parkway**
- 5. Highway 37**
- 6. Highway 12 (Jameson Canyon)**
- 7. SHOPP Projects**
- 8. SR 113 (Downtown Dixon)**
- 9. Caltrans Storm Damage Projects**

Janet Adams provided a status report for the above listed highway projects in Solano County funded from a variety of Federal, State, Regional, and local fund sources.

**F. Transportation Development Act (TDA) and State Transit Assistance Funds FY 2006-07**

Elizabeth Richards reviewed the new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections that have been drafted expected to be adopted February 21<sup>st</sup> by MTC. She provided the status of the fund estimates and unallocated FY 2005-06 funds and cited that the funding from these sources may increase in FY 2006-07.

**G. Unmet Transit Needs Comments for FY 2006-07**

Elizabeth Richards stated that MTC has drafted a summary of issues that were submitted by the public at the December 7, 2005 public hearing for the FY 2006-07 TDA funding cycle. She cited that staff is working to coordinate a response with the affected Solano transit operators and a draft of the coordinated responses will be prepared in time for review and approval by the TAC and Consortium at their April meeting.

**H. Solano Napa Commuter Information FY 2005-06 Mid Year Report**

Anna McLaughlin highlighted the accomplishments from selected program elements of the SNCI program for the first six months of FY 2005-06. She outlined the work program that included ten major elements: 1.) Customer Service; 2.) Employer Program; 3.) Vanpool Program; 4.) Incentives; 5.) Emergency Ride Home; 6.) Fall Campaign; 7.) California Bike to Work Campaign; 8.) General Marketing; 9.) Rio Vista LIFT Solano WORKS Vanpool Project; 10.) CalWORKS Support.

**VIII. ADJOURNMENT**

The meeting was adjourned at 3:05 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 28, 2006.**



DATE: February 27, 2006  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board Meeting Schedule Update

**Discussion:**

Attached is the updated STA Board meeting schedule for calendar year 2006.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. STA Board Meeting Schedule for the Calendar Year 2006



**STA BOARD MEETING SCHEDULE**  
(For the Calendar Year 2006)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	No Meeting			
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA 9 <sup>th</sup> Annual Awards	TBD - Vacaville	TBD
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: February 25, 2006  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: FY 2005-06 2<sup>nd</sup> Quarter Budget Report

**Background:**

On June 8, 2005, the STA Board approved the FY 2005-06 Budget as part of its adoption of a two-year FY 2005-06 and FY 2006-07 Budget. In January 2006, the STA Board was presented with the 1<sup>st</sup> Quarter Budget Report for FY 2005-06. Attached is the 2<sup>nd</sup> Quarter Budget Report activities for FY 2005-06. Subsequently, the current budget is being revised and presented for approval; and adjustments to the revisions will be reflected in the next quarterly report.

**Discussion:**

The attached STA financial report shows the revenue and expenditure year-to-date activity ending December 31, 2005. The STA's total program administration and operation expenditures for the 2<sup>nd</sup> Quarter are at 24% with total revenue at 37% for the FY 2005-06 budget.

**Revenues:**

Most STA programs are funded with grants on a reimbursement basis, however, a few receive quarterly advances. Total revenue of \$2,673,805 (37%) are received and billed for the 2<sup>nd</sup> Quarter ending December 31, 2005.

**Expenditures:**

STA's projects and programs are ongoing and expenditures are within budget projections.

1. STA's Management and Operations including the development of an Expenditure Plan for the STIA is within the 2<sup>nd</sup> Quarter Budget projection at 43% of budget.
2. SNCI is at 39% of budget.
3. Project Development at 18% budget.
4. Strategic Planning at 18%.

In the aggregate, STA Budget expenditures are within budget, and revenues have been received and/or reimbursed at a rate to cover STA expenditures.

**Recommendation**

Review and file.

**Attachment:**

- A. STA FY 2005-06 2<sup>nd</sup> Quarter Budget Report

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**STA QUARTERLY FINANCIAL REPORT  
FY 2005-06 Second Quarter (50%)  
July 1, 2005 through December 31, 2005**

**ATTACHMENT A**

<b>REVENUES</b>			
<i>Operations</i>	<b>FY 05-06 Budget</b>	<b>Actual Received YTD</b>	<b>%</b>
Gas Tax (Reserve Account)	30,000	30,000	100%
Interest	-	1,974	0%
STP	1,065,000	281,212	26%
Gas Tax	291,789	291,789	100%
YSAQMD	10,000		0%
ECMAQ	150,000	80,929	54%
STIP/PPM	38,000		0%
TCRP 25.2 - North Connector	57,740	7,328	13%
DMV/AVA	11,000	5,000	45%
TCRP 25.3 - Interchange	58,900	12,648	21%
MTC-Rideshare	240,000	108,976	45%
MTC-ECMAQ	115,000		
BAAQMD	3,000		0%
TDA Art. 4/8	433,099	235,584	54%
RM-2 I-80 HOV			
TFCA	236,227	127,295	54%
STAF	441,964	463,972	105%
LIFT	8,335		0%
CBO	60,000		0%
Other Gov't.	145,000	64,738	45%
Sponsors	25,000	20,090	80%
<b>Subtotal</b>	<b>\$ 3,420,054</b>	<b>\$ 1,731,535</b>	<b>51%</b>
<b>TFCAs Programs</b>			
TFCA	152,860	247,687	162%
Interest		7,909	0%
<b>Subtotal</b>	<b>\$ 152,860</b>	<b>\$ 255,596</b>	<b>167%</b>
<b>Abandoned Vehicle Abatement</b>			
DMV	342,000	169,496	50%
Interest		1,485	0%
<b>Subtotal</b>	<b>\$ 342,000</b>	<b>\$ 170,981</b>	<b>50%</b>
<b>Jepson Parkway</b>			
STP	100,000	-	0%
Demo 1528	40,000	-	0%
<b>Subtotal</b>	<b>\$ 140,000.00</b>	<b>\$ -</b>	<b>0%</b>
<b>North Connector</b>			
TCRP 25.2	291,960	165,110	57%
Interest		2,790	0%
<b>Subtotal</b>	<b>\$ 291,960</b>	<b>\$ 167,900</b>	<b>58%</b>
<b>Solano Paratransit</b>			
FTA 5310		-	0%
STAF (match)		-	0%
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>
<b>I-80 HOV Lane (SR 12 to Airbase)</b>			
RM2 I-80 HOV			0%
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>
<b>I-80/680/SR 12 Interchange</b>			
TCRP 25.3	2,880,200	345,513	12%
Interest		2,280	0%
<b>Subtotal</b>	<b>\$ 2,880,200</b>	<b>\$ 347,793</b>	<b>12%</b>
<b>TOTAL REVENUES</b>	<b>\$ 7,227,074</b>	<b>\$ 2,673,805</b>	<b>37%</b>

<b>EXPENDITURES</b>			
<i>Operations</i>	<b>FY 05-06 Budget</b>	<b>Actual Spent YTD</b>	<b>%</b>
Operations Management/Administration	1,114,344	514,298	46%
STA Board of Directors	40,800	10,676	26%
Expenditure Plan	102,700	24,775	24%
Contribution to STA Reserve	30,000		0%
<b>Subtotal</b>	<b>\$ 1,287,844</b>	<b>\$ 549,749</b>	<b>43%</b>
<b>SNCI</b>			
SNCI Management/Administration	462,846	205,615	44%
Employer/Van Pool Outreach	15,000	4,571	30%
SNCI General Marketing	66,044	30,297	46%
Fall Campaign	16,000	13,124	82%
Bike to Work Campaign	12,000		0%
BikeLinks Maps			
Lifeline Program	15,000		0%
Incentives	30,000	5,125	17%
Specialized City Services	7,500	1,107	15%
Guaranteed Ride Home Program	10,000	360	4%
Transit Management Administration	21,236	11,080	52%
Rio Vista Van Pool Program	4,970		0%
Community Based Transit Study	40,000		0%
Local Transit Studies			
Napa Van Pool Incentives	3,000		0%
<b>Subtotal</b>	<b>\$ 703,596</b>	<b>\$ 271,279</b>	<b>39%</b>
<b>Project Development</b>			
Project Management/Administration	211,533	74,291	35%
STIP Project Monitoring			
Paratransit Coordinating/PCC	25,000	1,940	8%
Traffic Safety Plan Update	25,000	1,615	6%
Project Study Report	125,000	2,557	2%
SR 12 Bridge Study			
SR 12 MIS Operational Strategy			
Jepson Parkway EIR	140,000	115,619	83%
North Connector PA/ED	291,960	135,011	46%
Solano Paratransit Capital			
Solano Paratransit Assessment Study	35,000		0%
I-80/680/12 Interchange PA/ED	2,880,200	337,813	12%
<b>Subtotal</b>	<b>\$3,733,693</b>	<b>\$668,846</b>	<b>18%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	372,501	105,234	28%
SolanoLinks Marketing	65,020	38,042	59%
General Marketing	32,000	2,818	9%
Events	30,000	15,432	51%
Model Development/Maintenance	80,000		0%
Solano County TLC Program	182,560	45,022	25%
Comprehensive Transportation Plan			
Countywide Pedestrian/Trails Plan			
Transit Consolidation Feasibility Study	65,000	35,000	54%
Oakland/Auburn Commuter Rail Study	5,000		0%
FF/VV Rail Station Design	145,000	5,593	4%
Route 30	25,000		0%
CMP Update/Regional Impact Fee Study			
SR 12 Transit Study	5,000	4,912	98%
Jepson Parkway Concept Plan Update	0		0%
TFCA Programs	152,860	7,688	5%
DMV Abandoned Vehicle Abatement	342,000	3,127	1%
<b>Total Strategic Planning</b>	<b>\$1,501,941</b>	<b>\$262,868</b>	<b>18%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$7,227,074</b>	<b>\$1,752,742</b>	<b>24%</b>

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DATE: February 24, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Contract Amendment with Korve Engineering for North Connector Project  
(Project Report/Environmental Document)

**Background:**

On May 8, 2002 the STA Board authorized the Executive Director to enter into an agreement with Korve Engineering to prepare the Project Report/Environmental Document for the North Connector Project for an amount not to exceed \$2,200,000. The actual original contract with Korve Engineering signed by the Executive Director was for \$1,842,587 ending on December 31, 2004.

Two subsequent amendments were made to this contract. The first amendment was on October 9, 2003 for an additional \$70,202 and the second amendment was on December 14, 2004 for an additional \$118,102 plus a contract time extension to December 31, 2005.

**Discussion:**

Comments on the Administrative Draft for the Environmental Document and the technical studies have been received from Caltrans and are currently being addressed. Once the Administrative Draft is approved by Caltrans, it will be forwarded to the Federal Highway Administration (FHWA) for review. The Draft Initial Study (IS)/ Environmental Assessment (EA) is scheduled for release in Fall 2006 with the final EA/EIR anticipated in the First Quarter 2007. In order to be consistent with this schedule, the term of the contract with Korve Engineering needs to be extended to March 31, 2007.

Due to additional work associated with a modification to the Project Description, which is intended to benefit the project in the environmental clearance requirements, revisions and resubmission of the Natural Environmental Study (NES) and the Biological Assessment (BA), additional consultant work is required. These changes have affected the cost and schedule of the contract terms. As a result the contract requires a third amendment. The amendment is recommended for an additional \$111,822 and to be extended to March 31, 2007. This amendment will make the total contract value \$2,143,125, still within the original authorized amount of \$2,200,000.

**Fiscal Impact:**

The estimated additional contract cost for the contract amendment is \$111,822 which is within original authorized amount of \$2,200,000. The additional work will be funded through the remaining TCRP funds and Regional Measure 2 funds dedicated to this project.

**Recommendation:**

Authorize the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.

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DATE: February 27, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Consultant Selection and Contract Approval for Design Services for the North Connector Project

**Background:**

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the North Connector Project.

Based on recent Board approval, the current plan for implementation of the North Connector Project includes a joint effort, whereby the City of Fairfield would be the lead agency for implementing the eastern portion of the Central Section of the North Connector (within the City of Fairfield) and the STA would be the lead agency for implementing the East Segment and the western portion of the Central Section of the North Connector. STA, City of Fairfield and Solano County staff are continuing to work on the financial plan and cooperative agreement for the project.

The Draft Environmental Document is currently scheduled to be completed in late 2006. The implementation strategy calls for moving forward concurrently with detailed preliminary engineering.

**Discussion:**

As approved by the STA Board on October 12, 2005, the Executive Director issued a Request for Proposals (RFP) for the final design services for the North Connector Project. In response to this RFP, four (4) proposals were received on February 9, 2006. Specifically, the four (4) proposals were received from Horve/CH2HILL, URS Corporation, HQE Incorporated, and BKF Engineers. A selection panel comprised of 2 representatives from the STA and one representative from each of the following agencies: City of Fairfield, Solano County, and Caltrans. The panel evaluated the written proposals and held oral interviews on February 24, 2006. Based on the proposals and interviews, the panel unanimously recommended BKF Engineers to provide final design services for the North Connector Project.

The initial contract with BKF is for \$1,400,000. However, the project is complex and the estimated cost for this service is \$1,750,000, which includes a contingency for unknown changes. Thus approval of the agreement with BFK authorizes the Executive Director to approve such change orders as may be necessary but in no event may the project surpass the "not to exceed" amount (\$1,750,000) without prior STA Board approval.

**Fiscal Impact:**

These services for the design of the North Connector Project will be funded with Regional Measure 2 (RM2) funds dedicated to the North Connector Project and the I-80/I-680/SR12 Interchange Project. In January 2006, the Metropolitan Transportation Commission (MTC) approved an initial allocation of these RM2 Funds for these services.

**Recommendation:**

Authorize the Executive Director to enter into an agreement with BKF Engineers to provide final design services for the North Connector project for an amount not to exceed \$1,750,000.



DATE: February 24, 2006  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: FY 2006-07 TFCA 40% Program Manager Guidelines and  
Call for Projects

**Background:**

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

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

As the designated Program Manager, the STA Board annually adopts TFCA Program Manager Guidelines based on the updated BAAQMD's TFCA Regional and Program Manager Guidelines to ensure the both guidelines are consistent at the regional and local level. The guidelines include the following information:

1. Basic eligibility
2. Ineligible Project Information
3. Types of eligible projects

Although Program Managers review and approve TFCA Program Manager Projects, the BAAQMD ultimately approves the funding for each project based on specific air emission/air quality benefit cost effective formulas for each project category.

**Discussion:**

Attached are the proposed FY 2006-07 Solano TFCA 40% Program Manager Fund Guidelines. The Solano TFCA Guidelines are essentially the same as last year since there were no changes made to the BAAQMD TFCA Regional and Program Manager

Guidelines for FY 2006-07. The BAAQMD has recently indicated that there may be a slight change to the guidelines in FY 2007-08 to allow private entities to be eligible for additional project categories; however, this will not affect this current cycle. STA staff is recommending the STA Board approve the guidelines and issue a call for projects to eligible applicants at this time in order to meet the BAAQMD deadline for project submittals in May 2006. Based upon the STA Board decision, the tentative schedule for the FY 2006-07 TFCA cycle will be as follows:

1. STA Board Approves TFCA Guidelines and Call for Projects.	Wednesday, March 8, 2006
2. Tentative Deadline for FY 06-07 Applications	Thursday, April 13, 2006
3. TAC and Consortium reviews and recommends applications for STA Board to approve	Wednesday, April 26, 2006
4. STA Board Approves TFCA Projects	Wednesday, May 10, 2006

**Recommendation:**

Approve the following:

1. FY 2006-07 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2006-07 TFCA Program Manager funds.

Attachment:

- A. Proposed FY 2006-07 Solano TFCA 40% Program Manager Guidelines

**Solano  
Transportation for Clean Fund (TFCA)  
40% Program Manager Guidelines**

**2006-07**



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## INTRODUCTION

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

Funding for the TFCA Program Manager Funds are provided by a 40% proportion from a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The Solano Transportation Authority (STA) is designated the 'Program Manager' of the TFCA 40% Program Manager funding for Solano County and manages/administers approximately \$320,000 in annual TFCA funding.

The Solano TFCA Program Manager Guidelines are based solely on the BAAQMD's TFCA Regional and Program Manager Guidelines. A copy of the BAAQMD Guidelines on the BAAQMD webpage at:

<provide web link.....>

### Available Funding:

Approximately \$320,000.

### Proposed Schedule:

STA Board issues call for TFCA Projects

**March 8, 2006**

2006-07 Electronic Applications Submitted to STA

**3:00p.m.-April 13th, 2006**

TAC Reviews and Recommend Applications

**April 26, 2006**

STA Board Approves applications

**May 10, 2006**

### Example Project Types:

The following are eligible project types for TFCA funding:

- Voluntary trip reduction programs or implementation of ridesharing programs.
- Purchase or lease of clean fuel buses for school districts and transit operators.
- Provision of low emission and/or high ridership feeder bus or shuttle service to rail, ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- Implementation of compressed natural gas (CNG) and fuel cell demonstration projects.
- Clean air vehicles infrastructure projects for both fuel cell and CNG facilities.

## Solano TFCA 40% Program Manager Guidelines

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- Implementation of bicycle facility improvement projects that are included in the adopted Solano Countywide Bicycle Plan or the Solano Congestion Management Program.
- Physical improvements that support “Smart Growth” projects which achieve motor vehicle emission reductions and implement Transportation Control Measures (TCM) 19 (Pedestrian Improvements) or 20 (Traffic Calming) as listed in the BAAQMD's Clean Air Plan and 2001 Ozone Attainment Plan. Projects must be identified in an area-specific plan, redevelopment plan, traffic calming plan, bicycle plan, pedestrian plan, general plan, or other similar plan.

### BASIC ELIGIBILITY

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**1. Reduce Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funds. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funds.

**2. TFCA Cost-Effectiveness and Minimum Score:** The Air District will only approve projects included in County Program Manager expenditure programs that achieve a TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NO<sub>x</sub> and weighted PM<sub>10</sub> emissions reduced (\$/ton). The following are excluded from the calculation of TFCA cost-effectiveness: TFCA Program Manager administrative costs, alternative fuel infrastructure projects, light-duty clean air vehicles with a gross vehicle weight (GVW) of 10,000 pounds or less, and TFCA Program Manager funds allocated for the Regional Rideshare Program.

**3. Viable Project:** Each project application should identify sufficient resources to accomplish the project. Applications that are speculative in nature, or are contingent on the availability of unknown resources or funds, will not be considered for funding.

**4. Responsible Public Agency:** TFCA funds may only be awarded to public agencies. These agencies must be responsible for the implementation of the project and have the authority and capability to complete the project.

**5. Non-Public Entities:** A public agency may apply for TFCA funds for clean air vehicles on behalf of a non-public entity when one or more of the following conditions are met:

a) the non-public entity will use the vehicle(s) to provide, under permit or contract, an essential public service that would otherwise be provided directly by the public agency (e.g., refuse collection, street-cleaning, school bus service, paratransit services for elderly or disabled people, etc.); or

b) the non-public entity will use the vehicle(s) to provide to the general public, under permit or contract, transportation demand management services (e.g., vanpools, shuttles to transit stations, door-to-door airport shuttles, taxi services, etc.) or services that provide members of the public with an opportunity to use light-duty clean air vehicles eligible under Policy #18, e.g., through station car projects, car rental services, or car-sharing programs.

As a condition of receiving TFCA funds on behalf of a non-public entity, the public agency must provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s). In those situations where multiple non-public entities are under contract or permit to provide the service described in a) or b) above, the public agency must provide a written policy that demonstrates that the vehicle incentive funds will be offered on an equitable basis to all of the non-public entities which are providing the service.

**6. Consistent with Existing Plans and Programs:** All projects must conform to the types of projects listed in the California Health and Safety Code Section 44241 and the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with the appropriate Congestion Management Program.

**7. Readiness:** Projects will be considered for funding only if the project will commence in calendar year 2006 or sooner. For purposes of this policy, commence means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.

### APPLICANT IN GOOD STANDING

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**8. Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA project may, at the discretion of the Air Pollution Control Officer (APCO), be excluded from future funding. Existing funds already awarded to the agency will not be released until all audit recommendations and remedies have been implemented.

A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

### INELIGIBLE PROJECTS

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**9. Duplication:** Applications for projects which duplicate existing projects, regardless of funding source, will not be considered for funding. Combining Program Manager Funds with TFCA Regional Funds for a single project is not project duplication. Applications requesting TFCA funding for project costs with duplicate funding sources will not be considered for funding.

**10. Employee Subsidy:** Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding. For projects that provide such subsidies, the direct or indirect financial transit or rideshare subsidy must be available, in addition to the employees of the project sponsor, to employees other than those of the project sponsor.

### USE OF TFCA FUNDS

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**11. Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project. For purposes of calculating TFCA funding effectiveness for TFCA Regional Funds (Evaluation Criterion #2), the 40% County Program Manager Funds will be included in the calculation of the TFCA cost of the project.

## Solano TFCA 40% Program Manager Guidelines

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**12. Cost of Developing Proposals:** The costs of developing proposals for TFCA funding are not eligible to be reimbursed with TFCA funds.

**13. Administrative Costs:** Administrative costs for County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received in a given year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs.

All reimbursement with TFCA funds of administrative costs (i.e., direct and indirect) must be requested and justified in writing in the project application or expenditure plan, and approved in advance and in writing by the Air District.

**14. Expend Funds within Two Years:** Any public agency or entity receiving Regional Funds must expend the funds within two (2) years of the effective date of the Funding Agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District. In the case of the Program Manager Funds, the funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the Program Manager in the applicable fiscal year, unless a longer period is formally (i.e., in writing) approved in advance by the Program Manager. Program Managers may approve no more than two (2) one (1)-year schedule extensions for a project. A third schedule extension for a project can only be given if written approval is received by the Program Manager from the Air District.

### CLEAN AIR VEHICLE (CAV) PROJECTS

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**15. Clean Air Vehicle Infrastructure:** The TFCA Program Manager Funds may be used for infrastructure to support electric vehicles recharging for transit agencies, natural gas vehicles and fuel cell vehicles. The infrastructure must be accessible, to the extent feasible, to other public agencies, private fleets, and the general public.

**16. Clean Air Vehicle Weights:** For TFCA purposes, light-duty vehicles are those 10,000 pounds gross vehicle weight (GVW) or lighter. Heavy-duty vehicles are those 10,001 pounds GVW or heavier.

**17. Light-Duty CAV Eligibility:** All light-duty chassis-certified vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards are eligible for TFCA funding. Gasoline and diesel vehicles are not eligible for TFCA funding. Hybrid-electric vehicles that meet the SULEV, PZEV, AT-PZEV, or ZEV standards are eligible for TFCA funding.

**18. Light-Duty CAV Funding Participation:** For light-duty clean air vehicle projects for passenger cars, pick-up trucks, and vans, project sponsors may receive no more than the following funding incentive amounts:

#### Emission Rating Vehicle Type Incentive Amount

SULEV Hybrid electric	\$2,000
SULEV Natural gas / propane	\$4,000
ZEV Highway battery electric	\$5,000
ZEV City battery electric	\$3,000

ZEV Neighborhood battery electric \$1,000

ZEV 3-wheel battery electric \$1,000

These incentive amounts above will be pro-rated for leased vehicles in those cases where the vehicle is available for purchase. The incentive amounts for partial zero emission vehicles (PZEV) and advanced technology-partial zero emission vehicles (AT-PZEV) are the same as for SULEV-rated vehicles.

**19. New Heavy-Duty CAV Eligibility:** To be eligible for TFCA funding, the engines of all new heavy-duty vehicles must be certified to CARB's optional reduced-emission NO<sub>x</sub> plus non-methane hydrocarbon (NMHC) standard for 2004 (1.8 g/bhp-hr), or lower. Emission reductions for heavy-duty engine projects will be calculated by comparing the CARB certification level for the engine to the CARB emission standard or regulation that applies for the particular fleet or vehicle. To qualify for TFCA funding, the project must provide emission reductions beyond the requirements of the applicable CARB standard or regulation.

**20. Heavy-Duty CAV Funding Participation:** For heavy-duty clean air vehicle projects, project sponsors may receive no more than the incremental cost of the new cleaner vehicle. Incremental cost is the difference in the purchase prices of the new clean air vehicle and its new diesel counterpart. However, public transit agencies, which have elected to pursue the "alternative fuel" path under CARB's urban transit bus regulation, may continue to apply for up to \$150,000 per alternative-fuel transit bus (30ft. or bigger).

**21. Heavy-Duty Vehicle Replacement:** Sponsors of heavy-duty vehicles purchased with TFCA funds must either:

a) replace an existing similar or equivalent registered and operational diesel vehicle within the applicable vehicle fleet, or acquire and scrap an equivalent registered and operational vehicle from another fleet within the Bay Area. The vehicle being replaced must be removed from service and destroyed (i.e., destruction of the engine block and frame/chassis), or

b) add a diesel emission control strategy to an existing similar or equivalent registered and operational vehicle within the applicable vehicle fleet or within the fleet of the project sponsor. The control strategy must be certified or verified by CARB to reduce emissions and be approved by CARB for use with the relevant engine. This option requires the use of ultra-low-sulfur diesel.

Applicants may request TFCA funds, pursuant to guidelines developed by Air District staff, to offset the cost of complying with this policy. If the applicant requests TFCA funds to cover these costs, the funds will be included in calculating the TFCA cost-effectiveness of the project application.

Note: a "registered and operational vehicle" is a vehicle that has been registered with the California Department of Vehicles as an operational vehicle within the jurisdiction of the Air District for at least two (2) years prior to the application date.

### 22. Reducing Emissions from Existing Heavy-Duty Diesel Engines:

Options available to reduce emissions from existing heavy-duty diesel engines include:

a) Repowers – To be eligible for TFCA funding, the new engine selected to repower an existing heavy-duty vehicle must reduce NOx emissions by at least 15% compared to the existing engine that will be replaced

b) Diesel Emission Control Strategies – Diesel emission control strategies compatible with existing heavy-duty diesel engines are eligible for TFCA funding, subject to the conditions described below:

1) All control strategies must be certified or verified by CARB to reduce emissions and be approved by CARB for use with the relevant engine.

2) The use of ultra-low sulfur diesel (15 ppm sulfur, or less) is required in conjunction with all control strategies.

3) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the control strategy.

4) Diesel emissions control strategies must meet the applicable CARB standard for NO<sub>2</sub> emissions when the standard is put into effect and strategies are available that meet the standard.

5) The project sponsor must install the highest level (most effective) diesel emission control strategy that is verified by CARB for the specific engine and which can be used without jeopardizing the original engine warranty in effect at the time of application.

c) Clean Fuels or Additives – Clean fuels or additives compatible with existing heavy-duty engines are eligible for TFCA funding, subject to the conditions described below:

1) All clean fuels or additives must be certified or verified by CARB to reduce emissions and be approved by CARB for use with the relevant engine.

2) Ultra-low-sulfur diesel is not eligible for funding.

3) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the clean fuel or additive.

**23. Bus Replacements:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

### SHUTTLE/FEEDER BUS SERVICE PROJECTS

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**24. Shuttle/Feeder Bus Service:** Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route. The route must go to or from a rail station, airport, or ferry terminal, and the project must:

a) Be submitted by a public transit agency; or

b) Be accompanied by documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency revenue service.

All shuttle/feeder bus service to rail or ferry stations must be timed to meet the rail or ferry lines being served.

Independent (non-transit agency) shuttle/feeder bus projects that received TFCA funding prior to FY 2002/03 and obtained a letter of support from all potentially affected transit agencies need not comply with “b” above unless funding is requested for a new or modified shuttle/feeder bus route.

All vehicles used in any shuttle/feeder bus service must meet the applicable CARB particulate matter (PM) standards for public transit fleets. For the purposes of TFCA funding, shuttle projects comply with these standards by using one of the following types of shuttle/feeder bus vehicles:

- a) an alternate fuel vehicle (CNG, LNG, propane, electric);
- b) a hybrid-electric vehicle;
- c) a post-1994 diesel vehicle and a diesel emission control strategy certified or verified by CARB to reduce emissions and approved by CARB for use with the relevant engine (this option requires the use of ultra-low-sulfur diesel); or
- d) a post-1989 gasoline-fueled vehicle.

No other types of vehicles, except for those listed in a through d above, are eligible for funding as shuttle/feeder bus service projects.

## **BICYCLE PROJECTS**

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**25. Bicycle Projects:** Bicycle facility improvement projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. For purposes of this policy, if there is no adopted countywide bicycle plan, the project must be in the county’s CMP, or the responsible Congestion Management Agency must provide written intent to include the project in the next update of the CMP. Eligible bicycle projects are limited to the following types of bicycle improvement facilities for public use: a) new Class 1 bicycle paths; b) new Class 2 bicycle lanes (or widening of outside lanes to accommodate bicycles); c) new Class 3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; and g) development of a region-wide web-based bicycle trip planning system. All bicycle facility improvement projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

## **ARTERIAL MANAGEMENT PROJECTS**

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**26. Arterial Management:** Arterial management projects must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects are eligible to receive TFCA funding. Transit improvement projects are limited to transit bus priority and bus stop relocation projects. For signal timing

projects, TFCA funds may only be used for arterial management projects where the affected arterial has an average daily traffic volume of 20,000 or more, or an average peak hour traffic volume of 2,000 or more.

### SMART GROWTH PROJECTS

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**27. Smart Growth/Traffic Calming:** Physical improvements that support development projects and/or calm traffic, resulting in the achievement of motor vehicle emission reductions, are eligible for TFCA funds subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted strategy(ies) for State and national ozone standards throughout the agency's jurisdiction. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design. Improvements that rely only on driving behavior modification are not eligible for funding.

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DATE: February 24, 2006  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: SolanoLinks Transit Consortium Draft 2006 Work Plan

**Background:**

Each year, the Consortium reviews and updates its annual Work Plan. In 2006, there are a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved in. These range from transit service and funding to planning and marketing.

**Discussion:**

STA staff prepared a draft SolanoLinks Transit Consortium Work Plan for the Consortium's review in January. The Consortium members reviewed the draft Work Plan and offered some modifications which have been incorporated into the attached version (Attachment A). In February, the TAC reviewed and recommended approval of the Work Plan.

The Consortium's 2005 Work Plan is attached (Attachment B) as well as progress achieved on this Work Plan (Attachment C). This Plan was reviewed and approved by both the Consortium and TAC on February 22, 2006.

**Recommendation:**

Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

Attachments:

- A. SolanoLinks Consortium 2006 Work Plan
- B. SolanoLinks Consortium 2005 Work Plan
- C. 2005 Work Plan Year-end Report

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**STA SOLANOLINKS TRANSIT CONSORTIUM**  
**Draft 2006 Work Plan**

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**Transit Service:**

- Complete evaluation of intercity transit services performance, prioritize, and implement intercity transit service change.
- Develop and implement a transit ridership survey
- Implement Lifeline project priorities.
- Implement Solano Paratransit efficiency policies.
- Monitor Rt. 30 and other Solano intercity transit services

**Transit Planning and Consolidation:**

- Initiate Transit Consolidation Study
- Input into SB916 Transit Connectivity Study
- Complete Community Based Transportation Planning study in Cordelia.
- Initiate Community Based Transportation Planning study in Vallejo
- Complete Highway 12 corridor transit study
- Complete Solano Paratransit Assessment Study
- Monitor countywide Advance Vehicle Locator (AVL) system

**Funding:**

- Complete Intercity Transit Funding Agreement
- Maximize RM2 funding opportunities.
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding.
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.
- Prepare multi-year STAF funding plan
- Update multi-year funding agreement for Solano Paratransit.
- Purchase two vehicles for Solano Paratransit.
- Reduce costs through joint operator fuel and/or vehicle purchases.

**Marketing of Transit Services and Programs:**

- Secure consultant support and develop new SolanoLinks multi-year marketing plan.
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoLinks brochure and wall maps
- Implement TranStar countywide
- Improve identity of Solano Paratransit (bus wraps, complementary brochure)

**STA SOLANOLINKS TRANSIT CONSORTIUM  
2005 Work Plan**

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**Transit Service:**

- Implement RM 2 transit services.
- Monitor Rt. 30 and other Solano intercity transit services.
- Implement Dixon Community Based Transit Plan priorities.
- Implement TranStar countywide
- Implement Rio Vista Transit service changes

**Transit Planning and Consolidation:**

- Initiate Transit Consolidation Study
- Input into SB916 Transit connectivity Study
- Complete Community Based Transportation Planning study in Cordelia.
- Complete Benicia, Fairfield, and Vallejo local transit studies
- Complete updated Comprehensive Transportation Plan (CTP) including the Transit Element.
- Complete Highway 12 corridor transit study
- Monitor countywide Advance Vehicle Locator (AVL) system

**Funding:**

- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.
- Prepare multi-year STAF funding plan
- Prepare multi-year funding scenarios, including Rt. 30 and Solano Paratransit.
- Develop funding partnerships for SolanoWORKS transportation study priorities.

**Marketing of Transit Services and Programs:**

- Develop new SolanoLinks multi-year marketing plan and secure consultant support.
- Plan and implement marketing support for Rt. 30, new RM2 services, and Rio Vista Transit.
- Coordinate and participate in countywide and regional transit marketing activities.
- Distribute SolanoLinks brochure and wall maps
- Develop public awareness and identity for Solano Paratransit

**STA SOLANOLINKS TRANSIT CONSORTIUM**  
**2005 Work Plan Year-end Report**  
**(January 2006)**

Task	Status
<b>Transit Service</b>	
Implement RM2 Transit Services	<ul style="list-style-type: none"> <li>• Vjo Transit services implemented, modified and VT monitoring. FST Rt. 40 pending. New Vjo/Benicia Transit route under review.</li> <li>• All RM2 services being re-evaluated.</li> </ul>
Monitor Rt. 30 & other Solano intercity transit services	* STA monitored Rt. 30 and provided mid-year performance report.
Implement Dixon Community Based Transit Plan priorities	* STAF funding approved for implementation of 2 priority projects of Dixon CBTP.
Implement TranStar countywide (on-line transit trip planner)	* Letter of commitment sent from Vacaville to MTC as part of Unmet Transit Needs process. Status of implementation?
Implement Rio Vista service changes	* New service implemented in February 2005 and marketed.
<b>Transit Planning &amp; Consolidation</b>	
Initiate Transit Consolidation Study	<ul style="list-style-type: none"> <li>• STA Board authorized release of RFP for \$65K</li> <li>• Additional funding received from MTC 08/05</li> </ul>
Input into SB916 Transit Connectivity Study	* STA participating in MTC Transit Connectivity Study & successfully had FTC added to study list of regional transit hubs
Complete CBTP Study in Cordelia	* Cordelia study initiated in Winter 2005.
Complete Benicia, Fairfield, and Vallejo local transit studies	<ul style="list-style-type: none"> <li>• Benicia SRTP completed.</li> <li>• Fairfield local studies initiated in Winter 2005.</li> </ul>
Complete updated CTP including the Transit Element	* Completed
Complete Hwy 12 Corridor Transit Study	* Completed – due for STA Board approval 02/06.
Monitor countywide Advance Vehicle Locator (AVL) system	* FST lead. Status updated due.

<b>Funding</b>	
Monitor & input into legis to ensure adequate levels of transit funding	* On-going.
Monitor & input in reg. Policy to ensure adequate levels of transit funding	* On-going
Update TDA matrix	* Completed for FY2005/06
Complete TDA Unmet Transit Needs process	* Completed for FY2005/06
Prepare multi-year STAF funding plan	* Completed FY2005/06 and preliminary draft FY2006/07
Prepare multi-year funding scenarios, including Rt. 30 & Solano Paratransit	<ul style="list-style-type: none"> <li>• Rt. 30 multi-year funding pending resolution of intercity funding agreement.</li> <li>• Solano Paratransit multi-year funding update nearing completion.</li> </ul>
<b>Marketing of Transit Services &amp; Programs</b>	
Develop new SolanoLinks multi-year marketing plan & secure consultant support	* STA Board approved release of RFP.
Plan & implement marketing support for Rt 30, new RM 2 services, and Rio Vista Transit	*1) Rt. 30 marketing in Vacaville planned and partially implemented; ECD 02/06; 2)STAF funds provided to Vjo Transit to market their RM2 services; 3) marketing support provided to Rio Vista Transit to promote their new (Feb. 2005) service.
Coordinate & participate in countywide and regional transit marketing activities	* STA staff continues to monitor regional transit marketing activities. Spare the Air Transit/Free Morning Commute coordinated locally. Fall Great Race campaign included transit promotion.
Distribute SolanoLinks brochure and wall maps	* Updated, reprinted, and distributed SolanoLinks brochure and wall maps.
<b>Public Awareness</b>	
Develop public awareness and identity for Solano Paratransit	* Concepts for Solano Paratransit logo, vehicle wraps, and brochure approved by STA Board.
Initiate Solano Paratransit Assessment	* STA Board approved release of RFP.



DATE: February 25, 2006  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Financial Analyst/Accountant  
RE: FY 2005-06 Mid-Year Budget Revision

**Background:**

On June 8, 2005 the STA Board approved the adoption of the two-year annual budget for FY 2005-06 and FY 2006-07. The approved estimated annual revenues and expenditures for FY 2005-06 was \$7.23 million.

**Discussion:**

The proposed FY 2005-06 budget revision of revenues and expenditures are balanced at \$9.64 million with \$270,000 in budget reserve. Due to additional fund sources for new projects and carryover funds at the close of the annual audit of FY 2004-05, this estimated annual FY 2005-06 revenue has been increased to \$9.64 million. The revised budget and detailed budget schedules that list each fund sources and program expenditures are shown in Attachment A. This revision reflects a change of approximately \$2.41 million summarized as follows:

**FY 2005-06 Revenue Changes**

Changes to the original revenue budget for FY 2005-06 are due to a combination of the final amount of funds carried forward from FY 2004-05 for the continuation or completion of multi-year contracts and new funding obtained for the fiscal year. The revenue changes from the initially FY 2005-06 approved budget are due to the finalized annual audit and the carryover funds due to multi-year project funding (\$0.44 million), and from new and additional fund sources (\$1.97 million). Specifically the details are as follows:

- New funds from the Regional Measure 2 (RM 2) for the detailed preliminary design of the North Connector East Section (\$289,353) and the I-80 HOV Lane for the Environmental Document and the detailed preliminary design (\$1.35 million).
- Additional State Transit Assistance Funds (STAF) of \$60,000 for the Transit Consolidation Study, and reprogrammed funds from FY 2004-05 to FY 2005-06 for the Travel Safety Study and Solano Links Marketing (\$60,000).
- New funding from City of Fairfield (\$100,000) for the Jepson Parkway Environmental Impact Report (EIR).
- New funds to be received from the Metropolitan Transportation Commission (MTC) of \$90,000 for the activities relating to the development of the County Transportation Expenditure Plan titled "Traffic Relief and Safety Plan for Solano County."
- Additional funds from MTC through the State Planning and Research (SP&R) Program of \$70,000 for the Traffic Model Development and Maintenance.

### **FY 2005-06 Expenditure Changes**

Changes to the original approved budget are reflective of the funds carried forward and new revenue obtained for the new projects as described above. In addition, the budget account classifications are modified to show the direct project cost allocation. No new staff positions are proposed for the FY 2005-06. However, due to the departure of a Staff person, a staff realignment and subsequent staff recruitment for replacement of a vacant position will take place. It is not anticipated the vacant position will be filled this fiscal year. The budget revision expenditures are summarized as follows:

#### **Operation and Administration Expenditures**

- The Operation Management and Administration original approved budget for FY 2005-06 has personnel cost savings of \$67,441 for the remaining half of the fiscal year and will be used to fund additional activities as described below.
- With the personnel budget savings, the Computer Equipment budget is increased (\$11,981) for the purchase of computer system upgrades and colored printers.
- The Expenditure Plan approved budget for FY 2005-06, is increased from \$102,700 to \$250,000 to reflect activities related to the development of the County Transportation Expenditure Plan titled "Traffic Relief and Safety Plan for Solano County".

The additional revenue from MTC and the personnel cost savings will offset the total budget expenditures increase of \$164,525 for the STA Operation and Administration budget.

#### **Solano Napa Commuter Information (SNCI)**

- SNCI Program budget expenditures are revised to reflect staff time allocation to fund sources that are specific to projects, such as the Transit Management & Administration, Rio Vista Van Pool Program, Community Base Transit (CBO) Study, and Lifeline Program.
- The General Marketing approved budget is increased (\$88,956) to reflect Transportation for Clean Air (TFCA) carryover funds for marketing brochures and advertising, including the designed printing for the BikeLinks Maps update and an additional bus wrap with the SNCI logo.

The total SNCI expenditures increase of \$252,446 is due to the TFCA multi-year funds carried over from the prior year with the close of the annual audit FY 2004-05.

#### **Project Development Expenditures**

- With the authorization of RM 2, the North Connector East Design (\$289,353) and the I-80 HOV Lane Environmental and Design (\$1.35 million), projects are added in their initial phase of the two-year project.
- Traffic Safety Plan Update funding increased, an STAF funding allocation (\$12,000) and STP (\$13,000) funding allocation.
- The City of Fairfield has provided STA additional funding of \$100,000 for the Jepson Parkway EIR project.
- The vehicle purchase for Paratransit of \$126,850 using the Federal Transit Administration (FTA) 5310 fund of \$92,800 and the required match fund carried over from FY 2004-05 STAF Capital funds (\$34,050). Furthermore, STAF Capital Fund (\$34,000) for Vehicle Improvement was allocated to Paratransit for FY 2005-06
- Project expenditures and staff time allocation specific to fund sources are revised to reflect in the budget.

The total Project Development budget expenditure increase of \$1.92 million is due to the new projects with the authorization of the RM 2 and from funds carried over from prior year with the close of the annual audit FY 2004-05 and the carryover funds for the multi-year project funding.

#### **Strategic Planning Expenditures**

- The Transit Consolidation Feasibility Study budget expenditure is increased with the additional acquired STAF funding of \$60,000 from MTC and from the STAF reprogrammed funds from FY 2004-05 for the Transit Consolidation (\$35,000) and Solano Links Marketing (\$25,000).
- Fairfield/Vacaville Rail Station Design approved budget is reduced by \$50,001 to reflect the funds carried over from prior year with the close of the annual audit FY 2004-05.
- The Traffic Model Development and Maintenance budget expenditure is increased \$70,000 to reflect an additional state grant funding allocation from MTC through the State Planning and Research (SP&R) Program.
- For the development of the Travis Air Force Base Access Improvement Plan that is being developed by STA, \$9,904 consulting expense is added to develop an environmental scoping document. This expenditure will be an offset to the personnel cost savings due to the departure of a staff person and staff realignment for the vacant position.

The total Strategic Planning budget expenditures increase of \$235,523 is due to the funds carried over from the prior year with the close of the annual audit FY 2004-05 and additional fund sources acquired.

To ensure conformance to generally accepted accounting principles, the FY 2005-06 approved budget is revised to reflect budget expenditures and accounts classification in compliance with the *Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government)* and the STA's Accounting Policies and Procedures.

#### **Recommendation:**

Approve the Mid-Year revision for the FY 2005-06 Budget as shown in Attachment A.

Attachment:

- A. STA FY 2005-06 Mid-Year Budget dated March 8, 2006.

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SOLANO TRANSPORTATION AUTHORITY  
**FY 2005-06 Mid-Year BUDGET**  
 March 8, 2006

REVENUES		
General Fund	Adopted FY 05-06	Proposed FY 05-06
Gas Tax (Reserve Account)	30,000	30,000
STP	1,065,000	1,023,716
Gas Tax	291,789	291,789
YSAQMD	10,000	10,000
ECMAQ	150,000	150,000
MTC-ECMAQ	115,000	115,000
STIP/PPM	38,000	113,000
TCRP 25.2	57,740	29,310
DMV/AVA	11,000	5,000
TCRP 25.3	58,900	29,900
MTC-Rideshare	240,000	240,000
MTC - Expenditure Plan <sup>1</sup>		<b>90,000</b>
MTC SPNR <sup>2</sup>		<b>70,000</b>
Trails	3,000	3,000
TDA Art. 4/8	433,099	433,099
RM 2 I-80 HOV <sup>3</sup>		<b>6,915</b>
RM 2 North Connector East (Design) <sup>3</sup>		<b>4,610</b>
TFCFA	236,227	309,956
STAF <sup>4</sup>	441,964	<b>543,964</b>
LIFT	8,335	3,300
CBO	60,000	30,000
Other Gov't.	145,000	<b>157,999</b>
Sponsors	<b>25,000</b>	36,034
<b>Subtotal</b>	<b>\$3,420,054</b>	<b>\$3,726,592</b>
<b>TFCFA Program</b>		
TFCFA Program	152,860	<b>282,861</b>
<b>Subtotal</b>	<b>\$152,860</b>	<b>\$282,861</b>
<b>Abandoned Vehicle Abatement Program</b>		
DMV/AVA	342,000	<b>348,000</b>
<b>Subtotal</b>	<b>\$342,000</b>	<b>\$348,000</b>
<b>Jepson Parkway</b>		
STP	100,000	100,000
Demo 1528	40,000	<b>44,855</b>
Other Gov't.		<b>100,000</b>
<b>Subtotal</b>	<b>\$140,000</b>	<b>\$244,855</b>
<b>North Connector</b>		
TCRP 25.2	291,960	<b>326,713</b>
North Connect East Design (RM-2) <sup>3</sup>		<b>289,353</b>
<b>Subtotal</b>	<b>\$291,960</b>	<b>\$616,066</b>
<b>Solano Paratransit Capital</b>		
FTA 5310		<b>92,800</b>
STAF (match)		<b>34,050</b>
STAF (Vehicle Improvements)		<b>34,000</b>
<b>Subtotal</b>	<b>\$0</b>	<b>\$160,850</b>
<b>I-80 HOV Lane (SR 12 to Airbase)</b>		
Rm-2 I-80 HOV <sup>3</sup>		<b>1,347,148</b>
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,347,148</b>
<b>I-80/I-680/SR 12 Interchange</b>		
TCRP 25.3	2,880,200	<b>2,909,200</b>
<b>Subtotal</b>	<b>\$2,880,200</b>	<b>\$2,909,200</b>
<b>TOTAL, ALL REVENUE</b>	<b>\$7,227,074</b>	<b>\$9,635,572</b>

EXPENDITURES		
Operations & Administration	Adopted FY 05-06	Proposed FY 05-06
Operations Management/Administration	1,114,344	<b>1,131,569</b>
STA Board of Directors	40,800	40,800
Expenditure Plan	102,700	<b>250,000</b>
Contributions to STA Reserve Account	30,000	30,000
<b>Subtotal</b>	<b>\$1,287,844</b>	<b>\$1,452,369</b>
<b>SNCI</b>		
SNCI Management/Administration	484,082	<b>440,717</b>
Employer/Van Pool Outreach	15,000	15,000
SNCI General Marketing	66,044	<b>155,000</b>
Fall Campaign	16,000	16,000
Bike to Work Campaign	12,000	20,000
Lifeline Program	15,000	15,000
BikeLinks Maps		15,000
Incentives	30,000	30,000
Specialized City Services	7,500	7,500
Guaranteed Ride Home Program	10,000	21,000
Transit Management Administration		<b>20,000</b>
Rio Vista Van Pool Program	4,970	3,300
Community Based Transit Study	40,000	<b>30,000</b>
Napa Van Pool Incentives	3,000	3,000
Local Transit Studies		
<b>Subtotal</b>	<b>\$703,596</b>	<b>\$791,517</b>
<b>Project Development</b>		
Project Management/Administration	211,533	<b>142,159</b>
Traffic Safety Plan Update	25,000	<b>50,000</b>
Project Study Report	125,000	<b>112,000</b>
Jepson Parkway	140,000	<b>244,855</b>
North Connector PA/ED	291,960	<b>326,713</b>
North Connector-East (Design) RM 2		<b>289,353</b>
I-80/680/12 Interchange PA/ED	2,880,200	<b>2,909,200</b>
I-80/HOV Lane PA/ED (Design) RM 2		<b>1,347,148</b>
SR 113 MIS/Corridor Study		
SR 12 Bridge Study		
Jepson Parkway/Travis		
Turner Over Crossing Parkway Project		
Solano Paratransit Assessment Study	35,000	35,000
Paratransit Coordinating/PCC	25,000	36,944
Solano Paratransit Capital		<b>160,850</b>
<b>Subtotal</b>	<b>\$3,733,693</b>	<b>\$5,654,222</b>
<b>Strategic Planning</b>		
Planning Management/Administration	372,135	<b>239,366</b>
SolanoLinks Marketing	65,020	<b>88,020</b>
General Marketing	32,000	32,000
Events	30,000	27,000
Model Development/Maintenance	80,000	<b>150,000</b>
Solano County TLC Program	182,560	<b>322,184</b>
Comprehensive Transportation Plan		
Countywide Pedestrian/Trails Plan		
Transit Consolidation Feasibility Study	65,000	<b>135,000</b>
Oakland/Auburn Commuter Rail Study	5,000	10,000
FF/VV Rail Station Design	145,000	<b>94,999</b>
CMP Update/Regional Impact Fee Study		
SR 12 Transit Study	5,000	8,034
Jepson Parkway Concept Plan Update		
TFCFA Programs	178,226	<b>282,861</b>
DMV Abandoned Vehicle Abatement Program	342,000	348,000
<b>Subtotal</b>	<b>\$1,501,941</b>	<b>\$1,737,464</b>
<b>TOTAL, ALL EXPENDITURES</b>	<b>\$7,227,074</b>	<b>\$9,635,572</b>

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DATE: February 23, 2006  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Alternative Modes Funding Strategy

**Background:**

The Solano Transportation Authority (STA) anticipates almost \$10 million in discretionary funds available for Solano County's alternative modes projects over the next three (3) fiscal years. STA staff developed an alternative modes funding strategy matrix outlining how much funding could be available for each program detailed in the Alternative Modes Element of the Solano Comprehensive Transportation Plan 2030. These programs include the Transportation for Livable Communities (TLC) type projects, bicycle and pedestrian facilities, ridesharing, and alternative fuels. Another program that is being considered to be included as part of the overall strategy is the new Solano Safe Routes to School program which is currently being studied and will be developed throughout the next year.

The proposed alternative modes funding strategy focuses on the following STA discretionary funding:

- County Transportation Enhancements (TE)
- Congestion Mitigation Air Quality (CMAQ)
- Solano Eastern CMAQ (ECMAQ)
- Bay Area Air Quality Management District Transportation For Clean Air (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds
- Transportation Development Act (TDA) Article 3
- MTC County Bicycle and Pedestrian Program

TE, CMAQ, TDA Article 3, and MTC County Bicycle and Pedestrian Program funding sources have to be used specifically for TLC projects or bicycle and pedestrian facilities. ECMAQ, TFCA, and Clean Air Funds are more flexible since these sources of funding can be used for either TLC, bicycle and pedestrian facilities, alternative fuels, and/or transit facilities. However, ECMAQ and Clean Air Funds are only available to cities and the county unincorporated area located in eastern Solano County, and TFCA funds are limited to can only be used by cities and the county unincorporated area located in western Solano County.

**Discussion:**

The Alternative Modes Committee met and reviewed the Alternative Modes Funding Strategy at their February 2, 2006 meeting. The Committee unanimously supported staff's recommendation for STA Board approval with one modification: the Committee recommended that the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have an opportunity to provide input to the BAAQMD's TFCA Program

Manager bicycle and pedestrian project submittals and Yolo Solano Air Quality Management Clean Air bicycle and pedestrian project submittals. Staff will work on a method to integrate the two committees in both clean air program fund process. In addition to the BAC/PAC clean air projects review recommendation, the committees will also be responsible for providing recommendations on the TDA Article 3 program, ECMAQ, and MTC County Bicycle Pedestrian Program to the STA Board. These fund sources (excluding the clean air funds) constitute the Solano Bicycle Pedestrian Program.

The Alternative Modes Strategy was also slightly revised to clarify the total anticipated contribution to the Solano Napa Commuter Information's Rideshare Activities from the BAAQMD's TFCA Program. A tentative implementation schedule is also attached for your reference (see Attachment B). All other recommendations regarding the Alternative Modes Fund Strategy previously discussed at the January 25, 2006 Technical Advisory Committee (TAC) meeting will remain the same, including:

- Nearly \$10 million available for alternative modes projects over the next 3 years
- Alternative Modes Committee to review and recommend TLC Projects to the STA Board
- TAC to review and recommend projects identified in the "Other" category to the STA Board

The STA TAC reviewed this Alternative Modes Strategy and recommended it for STA Board approval at their February 22, 2006 meeting.

**Recommendation:**

Approve the STA's Alternative Modes Funding Strategy as specified in Attachment A.

**Attachments:**

- A. Alternative Modes Strategy
- B. Alternative Modes Strategy Implementation Schedule

**Draft Alternative Modes Funding Strategy 2006-07 to 2008-09**

1/27/2006

	Estimated Funds to be Programmed by STA				Total per fund source	
	TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Clean Fuel Technology, Ridesharing, and Safe Routes to Schools)		
Fund Recommending Committee	Alternative Modes/TAC	BAC/TAC	PAC/TAC	TAC		
Funding Needs Identified by Countywide Plans	\$68 million	\$58 million	\$25 million	TBD		
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000	
FY 07-08	\$ 949,000	\$ -	\$ -	\$ -	\$ 949,000	Total funds available per fiscal year
FY 08-09	\$ 626,000	\$ -	\$ -	\$ -	\$ 626,000	
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000	
FY 07-08	\$ 270,000	\$ -	\$ -	\$ -	\$ 270,000	Total funds available per fiscal year
FY 08-09	\$ 270,000	\$ -	\$ -	\$ -	\$ 3,000,000	
Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 600,000	\$ 3,000,000	
FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 370,000	\$ 1,850,000	Total funds available per fiscal year
FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000	\$ 1,150,000	
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794	
FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075	Total funds available per fiscal year
FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060	
FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659	
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834	
FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	Total funds available per fiscal year
FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	
TFCA Program Manager Funds (Assumes \$195,000 is allocated to SNCI for ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects (based on 2/3 bike and 1/3 ped split ratio) and 50% for "Other category")	\$ -	\$ 120,000	\$ 60,000	\$ 180,000	\$ 360,000	
FY 06-07		\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
FY 07-08		\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
FY 08-09		\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects 25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000	
FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
<b>Subtotal</b>	<b>\$ 3,195,000</b>	<b>\$ 2,746,086</b>	<b>\$ 1,325,042</b>	<b>\$ 997,500</b>	<b>\$ 8,263,628</b>	
				2006-07 ECMAQ Allocation	\$ 1,400,000	
				<b>Total</b>	<b>\$ 9,663,628</b>	

**Geographical Summary of the Alternative Modes Strategy**

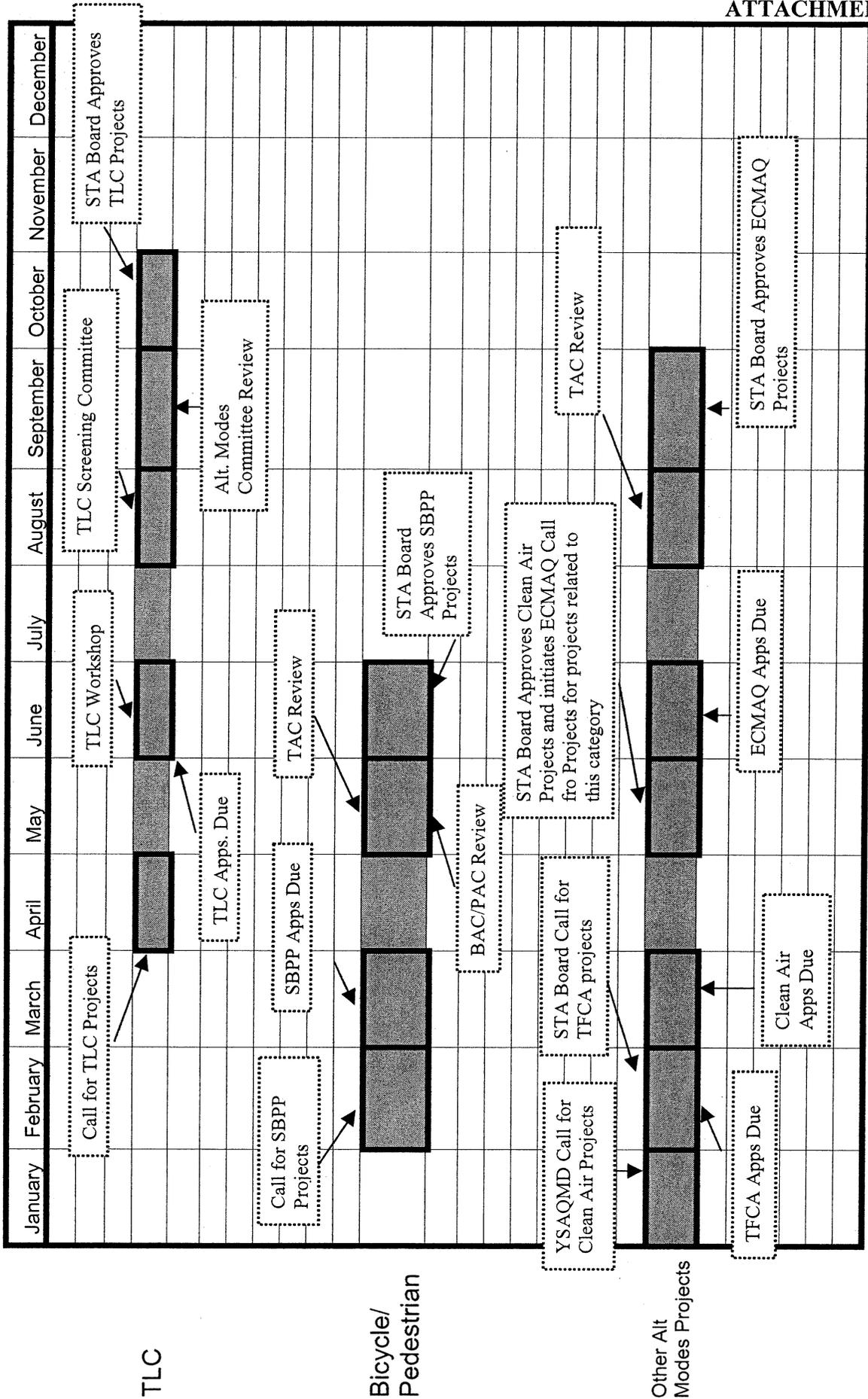
	<b>East County</b> (Dixon, Rio Vista, Unincorp. Solano County, and Vacaville)	<b>West County</b> (Benicia, Fairfield, Unincorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) <sup>1</sup> - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate		\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 4,400,000	
TFCA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)		\$ 477,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	
TDA Article 3 (Based on MTC Estimate) <sup>1</sup> - 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,529
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835) <sup>1</sup> -2/3 bike, 1/3 ped	\$ 465,278	\$ 930,556
<b>Funds available by County Area</b>	<b>\$ 6,144,543</b>	<b>\$ 3,636,085</b>

<sup>1</sup>Eastern Solano County is eligible for TE, TDA Article 3, and County Bike/Ped Program funding. Staff estimated 1/3 of these funds to be allocated to Eastern Solano County Based on population.

**\*ECMAQ Assumptions**

- \$400,000 is allocated for Ridesharing Activities (off the top FY 2006/07 \$100,000, FY 2007-08 \$150,000 and FY 2008-09 \$150,000 from ECMAQ)
- 20% of Eastern CMAQ Funding was split off to the "Other" category. Remaining balance was split according to funding needs by program.
- \$1,400,000 of unprogrammed funds from previous fiscal years will be made available for FY 2006-07 projects that are immediately ready for implementation (including \$100,000 for Solano Napa Commuter Information's Ridesharing Activities).

# 2006 Alternative Modes Strategy Proposed Implementation Schedule



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DATE: February 27, 2006  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Intercity Transit Funding Agreement – Status Update

**Background:**

The Solano Transportation Authority's (STA) I-80/I-680/I-780 Transit Corridor Study identified eight intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. Cost-sharing methodologies for these routes vary. The Transit Corridor Study recommended developing an annual and multi-year funding agreement or Memorandum of Understanding (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight (8) intercity bus routes currently in service, six (6) had subsidy sharing arrangements among the participating jurisdictions. These subsidy-sharing arrangements were negotiated in agreements among the participants, some of which were documented and others were not. With the addition of Regional Measure 2 (RM2) funded service, there is now a ninth (9) intercity transit route – Vallejo Transit Rt. 92, serving Solano County.

STA's coordination of the annual multi-agency Transportation Development Act (TDA) matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Last year, STA conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the Transit Consortium. Three (3) subsidy-sharing options with various factors were presented to the transit operators and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula.

**Discussion:**

STA staff collected much of the data and began testing a variety of scenarios primarily using these two factors. In late October, these initial scenarios were shared with the transit operators and other funding partners to review and discuss. Since that time a series of weekly meetings with the same participants (now referred to as the Intercity Transit Funding Working Group) have been held to review and refine the data that is inputted into the funding scenarios. To determine the net cost of each intercity route, one of the key inputs is the total cost of each route.

The Intercity Transit Funding (ITF) Working Group agreed to use the same methodology among operators to calculate and distribute costs among all routes. Upon review of early data, the ITF Working Group expressed a shared concern that intercity transit service must be operated cost-effectively to reduce the burden to all the funding partners. To reduce costs to Intercity Transit Services, discussions have begun among operators to explore options to coordinate and streamline services along parallel routes in the near-term and long-term. Any proposed changes that are approved and implemented would in turn affect the route costs.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This has been complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, staff drafted goals for this effort. After review of the goals for the purpose of approval in January 2006, the Consortium recommended revising the document to broader principles which are being presented for review and approval at this time (Attachment A).

For the purpose of evaluating Intercity Transit Service changes on the basis of not only cost but also systemwide impacts, service evaluation parameters have also been drafted for reference (Attachment B).

In February, the Consortium and Technical Advisory Committee (TAC) approved the Principles and Services Evaluation Parameters.

Once a draft methodology for Intercity Transit Service subsidy sharing and the underlying costs and revenues have been agreed to by the transit operators and funding partners, this will be brought through the TAC and to the STA Board for approval.

**Recommendation:**

Approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

Attachments:

- A. Proposed ITF Working Group Guiding Principles
- B. Proposed Intercity Transit Service Route Analysis Evaluation Parameters

**INTERCITY TRANSIT FUNDING**

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**Guiding Principles**

**Principle 1:**

To provide certainty to intercity transit operators and funding partners, establish a consistent method and an agreement for sharing subsidies for all intercity routes by Solano transit operators for FY 2006-07 and future years based on a consensus of the participating jurisdictions.

**Principle 2:**

To focus limited financial resources and deliver productive intercity transit service as soon as possible, develop a cost effective and affordable revised route structure that will; 1) be implemented with the new subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

**Principle 3:**

To focus limited financial resources and deliver productive intercity transit service on an on-going basis while meeting the policy/coverage requirements agreed upon, develop strategies to consistently evaluate, modify, and market intercity transit services after the intercity subsidy sharing agreement is implemented.

**INTERCITY TRANSIT SERVICE**

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**Service Plan Review**

**Potential Route Analysis Evaluation Parameters**

**Productive Measures**

- Farebox recovery ratio
- Cost per vehicle service hour
- Cost per vehicle mile
- Cost per passenger trip
- Passengers per vehicle service hour

**Policy/Coverage Requirements**

- Provides connectivity between cities
- Provides regional transit connections
- Meets Unmet Transit Needs
- Minimize stops in each city
- User friendly



DATE: February 27, 2006  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: State Legislative Update – March 2006

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. Since the release of Governor Schwarzenegger's long-term \$222 billion infrastructure plan for California, several agencies and organizations have issued their analyses on the issues surrounding this proposal.

These include the following:

1. The California State Association of Counties (CSAC) adopted principles in January regarding the Governor's Strategic Growth Plan (Attachment A).
2. The Metropolitan Transportation Commission (MTC) adopted Principles for a Successful Infrastructure Bond on January 25 (Attachment B).
3. Senator Don Perata, President Pro Tempore of the Senate, wrote a letter on February 1 to the Chairman of the California Transportation Commission outlining his concerns about certain elements of the Governor's Strategic Growth Plan (Attachment C).
4. Staff of the California Transportation Commission (CTC) issued comments on the Governor's Strategic Growth Plan on February 2 to the CTC (Attachment D).
5. The Self-Help Counties Coalition released a chart on February 3 summarizing and comparing the various bond proposals (Attachment E).
6. The League of California Cities announced on February 3 that the "Californians to Improve Traffic Now" coalition is leading an initiative slated for the November 2006 ballot to protect Prop 42 (Attachment F).
7. The Bay Area CMA Directors presented their State Infrastructure Financing Package Principles on February 7 to the Senate Transportation and Housing Committee on February 7, 2006 (Attachment G).
8. On February 8 the Solano Transportation Authority (STA) Board approved support of priorities pertaining to the Governor's proposed bond measure for transportation, including adopting a constitutional amendment to protect Proposition 42 and providing four specific earmarks for Solano County projects.

**Discussion:**

**INFRASTRUCTURE FINANCING PROPOSALS**

In a special two-house conference committee that began on Thursday, February 16, State legislators started wading their way through the competing proposals regarding the State's infrastructure financing.

Three of the bills currently working their way through the Legislature that address the State's transportation infrastructure needs are AB 1783 (Nunez), SB 1024 (Perata), and SB 1165 (Dutton).

- AB 1783, introduced by Assembly Member Nunez, proposes the California Infrastructure, improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006, to finance state and local government infrastructure through various funding sources, including bonds, fees, assessment, and others. The financing would be used to fund purposes such as transportation, flood control, safe water systems, environmental improvement, housing, hospital seismic safety repair, and emergency public safety communications equipment, among others. At this point, the bond is primarily conceptual, with no specifics. The full text of AB 1783 is included as Attachment J (under separate enclosure).
- SB 1024 was introduced by Senators Perata and Torlakson in early 2005. Originally, the bill was proposed to 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. The STA took a watch position on SB 1024 in May, 2005.

In September of 2005, the bill stopped moving through the Legislature. It remains in place today, having gone through major modifications. The bill's January 26, 2006 amendment proposes to enact the Safe Facilities, Improved Mobility and Clean Air Bond of 2006, and now authorizes the sale of an unspecified amount (formerly proposed at \$10.275 billion) of general obligation bonds for a spectrum of capital improvements throughout the state, including transportation facilities, clean air, high speed rail, urban infill development, environmental enhancement, goods movement and port security, affordable housing incentives, levee protection, flood protection, grade separation projects, local bridge seismic upgrade projects, transit-oriented development, and the repayment of Proposition 42 loans, upon voter approval at the June 6, 2006 statewide general election. The full text of SB 1024 (January 26, 2006 amendment) is included as Attachment K (under separate enclosure).

- SB 1165 was introduced on January 10, 2006, by Senator Dutton, in support of the Governor's infrastructure bond proposal as the Transportation Bond Acts of 2006, 2008, and 2012: transportation contracting. The bill proposes several government code amendments relating to transportation and providing the funds necessary for a transportation improvement program through the issuance and sale of State bonds, providing for the handling and disposition of those funds, and declaring the urgency, to take effect immediately. The full text of SB 1165 is included as Attachment L (under separate enclosure).

With so much activity occurring at this time regarding the State's infrastructure financing, staff advises watching these three bills as they move through the legislature. Staff also recommends that the STA Board adopt a comprehensive set of principles relative to the Governor's proposed bond measure for transportation. The Draft STA Principles for State Infrastructure Financing (Attachment H) is consistent with the policies of the 2006 STA Legislative Priorities and Platform and is based primarily on the principles drafted by the Bay Area CMA Directors.

## INFRASTRUCTURE FUNDING PRIORITIES

STA Staff has learned that there is a lot of State legislative staff effort under way focusing on developing allocation approaches for the Governor's Strategic Growth Plan (SGP). These approaches specifically target the categories of Goods Movement and Corridor Improvement/Focus Route.

On January 27, 2006, the STA Board approved support of priorities pertaining to the Governor's proposed bond measure for transportation. These priorities included providing earmarks for four Solano County projects:

- \$300 million for the I-80/I-680/SR 12 Interchange project
- \$125 million for rail improvements (including the Capitol Corridor)
- \$65 million for the SR 12 Jameson Canyon project
- \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)

With the recent emphasis of the State Legislature on goods movement and corridor improvement, the Administration has undertaken an assessment of transit capital needs from regional agencies and transit operators. In the event that this emerging legislative interest in transit leads to the redirection of some funds from one GO bond proposal to fund an expanded transit program component, staff believes the STA should have a Solano County transit component identified.

In addition to the previously identified Capitol Corridor rail improvements, staff recommends the following three transit projects be placed on the STA's priority list of projects for state funding:

- Vallejo Ferry Terminal
- Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
- I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

### AB 2538 – PLANNING, PROGRAMMING AND MONITORING [PPM] BILL

State Assemblywoman Lois Wolk introduced AB 2538 just last week. Existing law authorizes a transportation planning agency or county transportation commission to receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds.

This bill proposes to allow every transportation agency or county transportation commission to receive up to 5%, regardless of whether it receives federal metropolitan planning funds. The full text of AB 2538 is included as Attachment I.

This is particularly of interest to the STA, because our PPM funding would increase from 1% to 5%. If approved, this bill would allow the STA to increase funding for currently unfunded projects such as:

- State Route (SR) 113 Major Investment Study (\$300,000)
- SR 29 Major Investment Study (\$300,000)
- Project Study Reports (PSRs) that were adopted by the STA Board:
  - EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. (\$150,000)
  - I-80 HOV – Air Base to I-505 (\$200,000)
  - WB I-80 Aux Lane – W. Texas St. to Abernathy Rd. (\$150,000)
  - WB I-80 Aux Lane – Waterman Blvd. to Travis Blvd. (\$150,000)
  - I-80 Mix Flow Lane from SR 12 E to Beck Ave. (\$150,000)

**Recommendation:**

Approve the following:

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
  - A. AB 1783 (Nunez)
  - B. SB 1024 (Perata/Torlakson)
  - C. SB 1165 (Dutton)
2. Adopt a support position on AB 2538 (Wolk)
3. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment H.
4. Approve the following three transit projects on the STA's priority list of projects for state funding:
  - Vallejo Ferry Terminal
  - Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
  - I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

Attachments:

- A. CSAC Principles Regarding the Governor's Strategic Growth Plan
- B. MTC Principles for a Successful Infrastructure Bond
- C. Senator Perata Letter to the CTC regarding the Governor's Strategic Growth Plan
- D. CTC Staff Comments on the Governor's Strategic Growth Plan to the CTC
- E. Self-Help Counties Chart Summarizing and Comparing the Various Bond Proposals
- F. "Californians to Improve Traffic Now" Prop 42 Fix Information
- G. Bay Area CMA Directors State Infrastructure Financing Package Principles
- H. Draft STA Principles for State Infrastructure Financing
- I. AB 2583 (Wolk)

Under Separate Enclosure:

- J. AB 1783 (Nunez)
- K. SB 1024 (Perata/Torlakson), Amended January 26, 2006
- L. SB 1165 (Dutton)



**CALIFORNIA STATE ASSOCIATION OF COUNTIES**

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## **Striking a Balance on the Governor's Strategic Growth and Infrastructure Investment Proposal**

January 2006

**Governor's Strategic Growth Plan.** The Governor should be applauded for focusing on reinvestment of the State's infrastructure. This is critical to the State's economy, as well as regional and local economies. Businesses in California and our citizens are dependent upon an adequate and seamless transportation network and availability of housing for all segments of our population. CSAC certainly supports the goals outlined by the Governor, which include, reducing traffic congestion, improving air quality and targeting monies for goods movement and trade corridors around our ports.

The Governor's plan identifies \$107 billion for transportation purposes over the next ten years. Certainly the critical piece for cities and counties is the permanent fix or stabilizing of Proposition 42 monies. We fully support ACA 4 (Plescia), which provides the appropriate solution to stabilize transportation monies from this revenue source and creates the certainty needed to plan for and deliver transportation projects. However, future Proposition 42 monies represent the only monies dedicated to cities and counties for the city street and county road network and those are not forthcoming until 2008-09. We appreciate the recognition of the need for increased revenues for local streets and roads in the Governor's *GoCalifornia Statewide Strategies*, and would like to see inclusion of funds in the bond proposal.

In analyzing the \$12 billion in general obligation bonds targeted towards transportation our statewide association finds the following principles and issues critical to the success of a strategic growth plan for California:

1. **Geographic Equity in the Distribution of Transportation Monies.** We support using longstanding equitable formulas such as the North/South Split and County Minimums consistent with the allocation of State Transportation Improvement Program (STIP) monies. The current approach of creating project lists and granting the California Transportation Commission (CTC) sole discretion over funding decisions is contrary to the regional approach supported by the Legislature and in statute today. Using the existing STIP process provides certainty which is critical to the success of transportation delivery and supports the regional planning processes that are the most progressive and comprehensive in the State.
2. **Balance Between State, Regional and Local Priorities.** The Governor's Plan focuses almost entirely on the state system with the State determining the projects funded. The \$5.6 billion in highway money, \$4 billion for ports and \$1.5 billion for the SHOPP or state system preservation and safety represent nearly the entire \$12 billion and all are dedicated to the State system. Regions should retain discretion over choosing projects

consistent with air quality, traffic congestion and other critical objectives consistent with their regional plans. Further, consistent with the Governor's *GoCalifornia* cities and counties need direct subventions to ensure that the local system and local communities share in the benefit of these infrastructure investments. It is understood that transportation needs in this state overwhelm existing revenue streams, and that we have a severe funding shortfall, but all levels of government should have access to any new infrastructure investments.

3. **Balance Between State and Local System.** Cities and counties own and operate 81% of the state's maintained miles or 137,000 miles compared to the State's 15,000. The local system is critical to a seamless transportation network, yet we continue to rely on revenue streams that have not increased for over a decade. The gas tax has not increased since 1994—12 years ago. Our dedicated federal dollars have been frozen since 1991 over 15 years ago. The percentage of the local sales tax dollars dedicated to local streets and roads has also declined. Further, our Proposition 42 monies will not flow until 2008-09 and remain dependent upon the permanent fix. We are simply losing the public's investment in this system, which will result in taxpayers investing 5 times more in the future to fix these roads.
4. **Safety and Preservation for the Local System are Critical Goals.** While we applaud the Administration's strategic objective in the bond proposal of congestion relief and international trading competitiveness our goals relative to the local system need to be recognized as part of the solution to solving the infrastructure crisis. Numerous reports issued and surveys taken regarding transportation systems refer to California's deteriorating city streets and county roads—yet this proposal relies only on Proposition 42 monies for this purpose. Further, a recent report from The Road Information Program (TRIP) found that rural roads have more than double the fatality rate of Interstates and Freeways and California is ranked in the top 5 states for rural road fatalities.
5. **Housing and Strategic Growth Monies are Critical.** The Governor's plan does not provide housing subsidies or strategic growth monies that remain important to address the State's housing needs and to promote more efficient land use patterns. We support inclusion of such funds to support infrastructure for infill development and concentrated growth in our rural areas.

In summary, the measure of success for a strategic growth plan and infrastructure investment for California is dependent upon a partnership between the state, regions and cities and counties. While we recognize the need to potentially focus transportation funding towards projects of statewide significance consistent with the goals outlined by the Governor, we also have existing proven methods for determining priorities and allocating transportation dollars, which should be followed through the STIP and through direct subventions for basic maintenance needs for cities and counties. Further, housing subsidies are important to meet the workforce housing needs of many regions in the state, and strategic growth monies can provide important linkages to achieve more efficient growth patterns and thus efficient use of infrastructure investments in California.

# MTC Principles for a Successful Infrastructure Bond

Adopted January 25, 2006

With three infrastructure bond proposals currently under consideration in Sacramento, MTC has adopted a set of principles to guide the discussion around transportation components of any new bond package.

The infrastructure bond should:

1. Be on a scale large enough to substantially reduce our region's vast transportation funding shortfalls. The recently adopted Transportation 2030 plan identifies shortfalls throughout the region of over \$4.1 billion for transit operations and capital replacement, \$6.1 billion for local streets and road maintenance, and \$7 billion for state highway system repairs.
2. Remove the suspension provision in Proposition 42 so that voters can be assured that previously dedicated funding for transportation can be relied upon. Securing Proposition 42 funds would allow for the completion of the many transit and roadway projects in the TCRP program and secure for the long term a significant state commitment to local streets and roads and to transit operations and improvements.
3. Invest in multimodal transportation system that embraces the diversity of needs in the Bay Area, including transit and highway improvements as well as goods movement, the maintenance of the existing road network (both local streets and roads and the state highway system), transit security and emergency preparedness.
4. Promote policies that support livable communities, such as encouraging mixed use and infill development within existing developed areas, bicycle and pedestrian improvements, and the development of more affordable housing.
5. Allocate the majority of funds to existing programs, such as the State Transportation Improvement Program (STIP); or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.
6. Consistent with the Commission's 2006 legislative program, expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California.
7. Include appropriate mitigation measures and protection of the environment.
8. Give consideration to the efforts of self-help counties that have generated additional revenue to improve the state highway and intercity rail system.
9. Consider the addition of new user fees to augment the amount of the bond measures. User fees could include a gasoline tax surcharge to keep gas tax revenues on pace with inflation (i.e., indexing), or container or other freight-based fees to pay for goods movement-specific infrastructure or related mitigations.

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# California State Senate

COMMITTEES  
RULES  
CHAIRMAN

SENATOR DON PERATA  
PRESIDENT PRO TEMPORE



February 1, 2006

Mr. Joseph Tavaglione, Chair  
California Transportation Commission  
1120 N Street (MS-52)  
Sacramento, CA 95814

Dear Mr. Tavaglione:

I write to express some concerns about elements of the Governor's "Strategic Growth Plan" (the plan) related to transportation infrastructure, and to seek the best guidance the commission can offer as to how these concerns might be addressed.

First, I am pleased that the Governor has highlighted transportation infrastructure as one sector of our economy in need of new public investment. As you know, I authored SB 1024 last year, legislation that calls for the investment of \$13.125 billion in transportation infrastructure improvements throughout California. The Governor's similar call for investment in this area is a positive step toward accomplishing our shared objective—a comprehensive investment plan to improve the lives of all Californians.

Second, the Governor's proposal is before the state Senate in the form of SB 1165 (Dutton). While the Governor and I share some of the same perspectives on priorities for investment—like in the area of goods movement—there are several provisions of SB 1165 that are cause for concern. Issues like the process for project selection, new authorities for the department, and the issuance of revenue bonds from existing gas tax and motor vehicle weight fee revenues, are just a few examples of issues in SB 1165 that require the Senate's immediate attention. I write in the hope that the commission—in its role as an independent agency charged with providing policy guidance to the Administration and the Legislature—might provide guidance on the issues raised herein.

**Process and Project Selection:** SB 1165 seeks legislative approval to submit to the voters \$12 billion in general obligation bonds in 2006 and 2008 for transportation improvements mostly on the state highway system.

Mr. Tavaglione  
Page 2

While the authority for the bonds is being requested now, the actual projects that would benefit from the bond issuance will emanate exclusively from the Business, Transportation and Housing Agency (BT&H) and the Department of Transportation (Caltrans) later this year. With respect to projects relating to the movement of goods along the state's key trade corridors, those eligible for funding will be proposed exclusively by the Secretaries of BT&H and the state Environmental Protection Agency (Cal-EPA), consistent with a report the commission is to adopt by December, 2007.

This process proposed in SB 1165 stands in stark contrast to the more transparent and inclusive process for project selection that the CTC currently administers under current law.

As you know, the State Transportation Improvement Program (STIP) affords local and regional input in project selection. It also makes available opportunities for everyday Californians to have a voice in a very public process—opportunities that the public continues to demand. According to local transportation planners in my district, project nomination in the STIP involves public hearings at the county, regional and state level; regional priorities are measured against performance outcomes; and the process, while thorough, is completed in a timely way that generally results in a plan that provides great benefit to the public.

The STIP process has been criticized for its strict formula split between the regional and interregional programs. The suggestion from some is that this formula may constrain the state's ability to deliver large projects of statewide significance. There is considerable disagreement, however, about whether this problem results from the STIP's formula or from the STIP's lack of sufficient resources. Neither case presents justification for creating a new process for project selection that ignores the best of what the STIP process offers—transparency, local input, and public process.

Perhaps an alternative worth consideration is to maintain the STIP process for the allocation of bond funds, but to allocate a larger share of funds to the interregional program. Alternatively, it may be appropriate to allow both regions and the department to submit projects for funding, with the CTC ultimately choosing the projects based on a set of known criteria, including the clear objective that the project achieve full funding required to move to completion. I am interested in the commission's best thinking on this process question.

1. What process should be used to continue the state-local partnership for project selection that best enables all parties to complete large projects that benefit the entire state?
2. How should projects related to the movement of goods be selected and funded?
3. How can the commission best match available state funds with local, federal or private funds?
4. Is the commission the most appropriate state agency to allocate funds for air quality improvements targeted to port-related activities?

Mr. Tavaglione  
Page 3

**New Authorities for the Department:** SB 1165 would authorize Caltrans and regional transportation agencies to utilize the design-build contracting method to deliver improvement projects on the state highway system. The bill would also allow Caltrans and regional agencies to enter into "development lease agreements" with private sector partners to construct toll and other revenue-generating projects in California. Under the bill's provisions, the agreements could cover a period as long as 99 years and would include an unspecified "reasonable rate of return" to the private operator of the toll facility.

With respect to these new authorities, some concern has been expressed about the open-ended nature of the authority and the lack of independent oversight of either Caltrans or the regional agencies. For example, SB 1165 expresses intent to allow Caltrans to "explore" and "demonstrate" the potential value of utilizing design-build; however, the bill does not limit the duration, scope, or number of projects for which the department and regional agencies build's implied value. Similarly, SB 1165's authority for the department and regional agencies to enter into development lease agreements is without limitation or independent oversight. This is particularly troubling in light of the controversial experience with the lease agreement Caltrans executed with the developers of the private State Route 91 (SR91) toll facility in Orange County.

I am interested in hearing from the commission as to whether a more measured approach for these new authorities would be appropriate. For example:

1. Should the commission play a role in determining the number and type of projects for which the department may utilize design-build?
2. Should the commission and the Legislative Analyst's Office (LAO) jointly monitor and report back to the Legislature on the effectiveness with which the department utilizes these new authorities?
3. Should the commission approve any development lease-agreement prior to it being executed by the department or regional agency?

**Authorizing Revenue Bonds Off of Existing Gas Tax and Weight Fee Revenues:** In addition to the general obligation bond authority in the bill, SB 1165 seeks authority for the issuance of up to \$14 billion in revenue bonds—in 2012—from the existing stream of gasoline excise tax and motor vehicle weight fee revenues. This proposal raises several questions that I hope the commission can assist us in resolving. For example:

1. What are these revenues used for now and what are they expected to be used for in 2012?
2. What is the impact of issuing revenue bonds on the programs that would otherwise receive these revenues in a pay-as-you-go manner?

Mr. Tavaghione  
Page 4

3. Section 5 of Article XIX of the state constitution now authorizes—with voter approval—the issuance of bonds against gasoline excise tax and motor vehicle weight fee revenues. Under what conditions, and for what purposes would the commission recommend utilizing such authority?
4. Since Article XIX now allows these revenues to be used for either highway improvements or limited transit capital improvements, is it advisable to limit the use of these revenues to highway improvements only, as proposed by SB 1165?

I appreciate your consideration of these questions. The commission is a unique agency, created to provide oversight of the department and guidance to both the Administration and the Legislature on transportation policy. I look forward to your timely and thoughtful response.

Should you or your staff have any questions about the issues contained herein, or need any additional information, please contact Brian Kelly, of my staff, at (916) 651-4170.

Sincerely,



DON PERATA  
President Pro Tempore

DP:bkjt

POLICY CONCERNS REGARDING  
THE GOVERNOR'S TRANSPORTATION BONDING PROPOSAL  
Staff Remarks Presented to the California Transportation Commission  
February 2, 2006

The Governor's transportation bonding proposal, as reflected in SB 1165, raises a number of policy concerns. Some of these are general concerns regarding transportation funding policy as identified by the Commission in its Annual Report to the Legislature, issued in December. Other policy concerns have been raised by legislators and others in responding to the specific bond proposal.

Generally, these policy concerns relate to three areas: (1) the revenue source and funding stability and reliability, (2) bonding versus pay-as-you-go, and (3) structure and authority for project selection.

- In its annual report, the Commission stated that California "needs a transportation financial structure that guarantees a stable, reliable, flexible, and adequate source funding across the years." The 3 bond measures proposed would do nothing to address the need for stability and reliability. While promoting transportation spending in the near-term, the package would actually increase rather than alleviate the problem of instability and unreliability. Even if this proposal were enacted by the Legislature, no one could know whether bond proceeds would be provided until the individual ballot measures were approved. The sources of STIP funding— Proposition 42 transfers, loan repayments, and PTA transfers—would all remain in doubt and could even be further jeopardized by the bonding's added draw on the General Fund. The Governor has proposed to lock down Proposition 42, but that would have to be placed before the voters separately.
- As the Commission stated in the Annual Report, bonding is a financing mechanism, not a revenue source. The proposed bond package provides no revenue at all— only borrowing against existing revenues. The 2006 and 2008 measures would bond against existing General Fund revenue—this at a time when the state budget is already in structural deficit. Without the Proposition 42 firewall, this take from the General Fund could actually decrease the likelihood that future Proposition 42 transfers would be made and that the General Fund's current borrowing from transportation would be repaid. A future Administration and Legislature could be more inclined to suspend Proposition 42 because of the greater demand on the General Fund and the notion that transportation's needs are being sufficiently met through bond proceeds.
- The third bond measure—the one for 2012—would bond against State Highway Account revenues, without any increase in those revenues. But this source is already inadequate to meet ongoing operating and maintenance costs on the State highway system and the costs of rehabilitation and safety work in the SHOPP.

- Even if there were adequate revenues to support the proposed bonds, there would be some policy concerns over the appropriateness of bonding for some of the project types identified in the package. Bonding is most appropriate for projects—especially large projects—that provide benefits over long useful lives. However, some of these categories identified for the bond package would apparently include projects that are relatively small, with relatively short useful lives. These would include the funds designated for SHOPP-type safety and rehabilitation projects, bicycle and pedestrian projects, park and ride lots, and the mobility and technology projects that would ordinarily be done through the SHOPP. For the last 2 categories, the proposal would allow the use of bond funds even for initial operating costs.
- Beyond the concerns over funding source and the appropriateness of bonding, the proposal raises policy concerns over the priority setting and project selection authorities of the various parties, including this Commission, the Department, the Business, Transportation and Housing (BT&H) Agency, and the regional agencies. The proposal seems to continue a trend toward marginalizing the STIP and the STIP development process put in place by SB 45 (1997), replacing a stable program with periodic ad hoc funding packages. This trend began with the enactment of Traffic Congestion Relief Act of 2000 and has continued with the decline of Article XIX gas tax revenues and their replacement with sales tax revenues that are subject to year-to-year suspension and borrowing. The bond package would continue the trend of reducing the role of regional agencies and the California Transportation Commission in the determination of priorities and scheduling for state transportation funding.
- Under the bond proposal, the Department and Agency would select the projects for two-thirds of the funding. For the other third, the projects would be selected by the Secretary of BT&H, together with the Secretary of CalEPA. In some categories, regional agencies would be permitted to nominate alternatives for projects proposed in their areas, but the CTC could select such alternatives only with the concurrence of the Department. This sounds a little like the process now in place for the interregional portion of the STIP, where the Department nominates projects and regions may propose alternative projects. But in the 6 STIPs since SB 45, not one regional nomination has ever been made for the interregional program. And with the ITIP, the CTC may decline to approve any specific Department proposal and choose instead to fund additional regional program projects.
- Finally, there are policy concerns expressed about geographic equity versus the need to find a way to meet some of the state's most pressing statewide and interregional needs that simply don't match any measure of geographic equity. Clearly, several of the project categories and many of the project needs identified as part of the Strategic Growth Plan could be funded through the existing STIP/SHOPP process, if only it were adequately and reliably funded. At the same time, however, there are project types, such as port mitigation, that don't fit into the current structure—and some very large projects that would not fit into the current STIP structure without a long term bonding strategy.

# Self-Help Counties Comparison of Infrastructure Bonding Approaches 02-03-06

	SGP	SB 1024	AB 1783
<b>Term</b>	10 Years, Phase 1	One-time	One-time
<b>Emphasis</b>	Transportation and Education	Transportation and housing	Across the board
<b>Go Bonds</b>	\$68 billion	\$10.3 billion	Not specified
<b>Total Transportation Funding</b>	\$220 B; \$107 B for Transportation: <ul style="list-style-type: none"> <li>•\$12 B Go Bond;</li> <li>•\$47 B, Existing</li> <li>•\$48 B, New</li> </ul>	\$10.3 B; \$7.4 B for Transportation	Not specified
<b>Transportation Projects</b>	Relies on CTC allocation process	Existing allocation process	Not specified
<b>Transportation Reforms</b>	Prop. 42 "fix", Debt Cap Design-build, P3	Prop. 42 'fix', Design-Build	Not specified
<b>Transit Funding</b>	\$500 m for state interest in I/C Rail	Amdendments will address	Intent to address
<b>Hi Speed Rail</b>	No Funds, defer Costa Bond Act	\$1 billion for useable projects in five corridors	Not specified
<b>Revenue bonds</b>	\$14 billion funded by dedication of \$1.025 billion from SHA if approved in 2012	Nothing comparable	Nothing comparable
<b>Corridor Mobility investments</b>	New Program for state investment priorities, permits limited input from regions	Nothing Comparable, relies on including TCRP and STIP	Nothing comparable
<b>Prop 42 'fix':</b>	ACA 4, eliminates suspension provision	SCA 7, eliminates suspension provision	Intends to address

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**FROM THE LEAGUE OF CALIFORNIA CITIES****PRIORITY FOCUS****February 3, 2006****Prop. 42 Funding Initiative to Start Signature Gathering**

The League of California Cities is working with a broad-based coalition of business, labor, local government, and community leaders to kick off a signature-gathering effort next week to qualify a constitutional amendment for the November 2006 ballot that would "close the Prop. 42 loophole."

Called "Californians to Improve Traffic Now," the coalition has been working for many months to draft an initiative that would prevent the governor and Legislature from diverting the sales taxes on gasoline to non-transportation state expenses. The measure also requires the state to reimburse \$2.5 billion in funds previously diverted from transportation projects to pay for other state program needs. It allows 10 years for repayment to avoid any immediate fiscal impact.

The League board of directors last year approved League participation in the coalition effort to stabilize Prop. 42 transportation funding. League regional representatives will help to organize press conferences to kick off the signature gathering effort.

City officials will be contacted by their League regional reps, and will be provided with information that will explain where and how they can support the signature gathering effort. As with any campaign activity, city officials can participate only on their personal time, and without using any public resources (city premises, equipment, supplies, e-mail systems and the like).

**Prop. 42 Funds Vulnerable to Transfer**

Prop. 42 passed in 2002 with the support of 69 percent of California voters.

The measure dedicates the existing state sales tax on gasoline to fund transportation projects like congestion relief, road repairs, transit and safety improvements.

The measure includes a provision, however, that allows the Legislature and governor to divert funds to non-transportation expenses during fiscal emergencies. That provision was used in two of the last three budget years, resulting in the diversion of \$2.5 billion in these gas taxes to non-transportation state expenses. The lost funds for cities and counties has totaled \$384 million.

As a result, state and local agencies have had to delay or stop many critical safety improvements, congestion relief projects, road repairs and other pressing transportation needs.

The governor and Legislature fully dedicated Prop. 42 funding to transportation in the current fiscal year, and propose to do the same next year. Cities and counties are receiving \$254 million this year (split evenly between them) for maintenance and repair of local streets and roads. This amount is proposed at \$255 million for next year. The Prop. 42 formula calls for the city-county share to increase to \$560 million in FY 2008-09, on an ongoing basis.

Amy O'Gorman

Regional Representative, North Bay & Redwood Empire Divisions League of California Cities  
(707) 291-3270

Fax: (707) 939-8703

aogorman@cacities.org <<mailto:aogorman@cacities.org>>



February 23, 2006

**To: Transportation Stakeholders / Proposition 42 Supporters**  
**Fr: Jim Earp, Executive Director, California Alliance for Jobs**  
**Mark Watts, Interim Executive Director, Transportation California**  
**Re: SUPPORT INITIATIVE TO "FIX" PROPOSITION 42 LOOPHOLE**

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As someone who supported the overwhelming passage of Proposition 42 in 2002, you know that the measure was supposed to have dedicated the sales tax on gasoline to transportation projects. Unfortunately, in two of the last three fiscal years, state lawmakers have exercised a "loophole" in the law which allowed this transportation revenue to be diverted into the General Fund.

The diversion of Prop. 42 funding has left the state's transportation program in shambles. Billions of dollars of projects in the State Transportation Improvement Program have been shelved. The uncertainty over whether the \$1.5 billion generated annually by Prop. 42 will be available is forcing local transportation agencies to make drastic cuts in capital expenditures. In short, Prop. 42 is not working as the voters intended and it's time to ensure once and for all that sales taxes on gasoline go to fund our state's critical transportation needs.

**The Solution: Coalition Collecting Signatures to Qualify "Prop 42 Fix" for Nov '06 Ballot**

Californians to Improve Traffic Now, a coalition of business, labor, local government and many others, is collecting signatures to put a constitutional measure (see attached) on the November ballot to close the Prop. 42 loophole. In simple terms, the initiative would prevent the Governor and Legislature from suspending Prop. 42 funds beginning the 2007/2008 fiscal year. It also requires the state to reimburse the transportation program for all Prop. 42 funds previously taken (~ \$2.5 billion). In order to qualify for the November 2006 ballot, we must gather approximately 1.1 million signatures by the end of April.

There have been several legislative bills to fix Prop. 42 the last two years, but none of them have gone anywhere. We will continue to work with the Legislature, but the most effective way to ensure we get a measure on the ballot is to continue our signature gathering efforts for the initiative.

**How You Can Help**

This is a major undertaking that will require a broad-based coalition and financial assistance.

- ✓ **Make an Endorsement.** Complete the attached form today so that you or your organization can be listed as a formal supporter of this measure. A return fax and address is included on the form.
- ✓ **Make a monetary contribution.** The cost of qualifying the initiative for the ballot will exceed \$2.3 million. Your support is critical. Please make contributions out to: **Californians to Improve Traffic Now**, 591 Redwood Highway, #4000, Mill Valley, CA 94941; FPPC ID# 1282482. For more information, contact the Committee chairman Jim Earp at 916-446-2259.
- ✓ **Help Circulate Petitions.** Contact Rachel Seaborn at 916-492-6335 to order the official petitions to help us qualify this measure for the ballot.
- ✓ **Please forward this information** and the attachments to all transportation supporters who you think will be interested in our efforts.

The time is right to fix Prop. 42. Our polling shows that voters want to ensure that the taxes they pay at the pump go towards improving roads and mass transit. We hope we can count on your support.

Please contact Brandon Castillo at 916.443.0872 with any questions.

**SAMPLE RESOLUTION SUPPORTING A PROPOSITION 42 FIX**

WHEREAS, nearly 70 percent of California voters approved Proposition 42 in the March 2002 primary to dedicate the state sales tax paid on gasoline to state and local transportation infrastructure projects and programs; and

WHEREAS, Proposition 42 contains a provision that allows the state to transfer the sales tax on gasoline to non-transportation state purposes during times of fiscal need; and

WHEREAS, the state Legislature and governor have twice suspended Proposition 42 transportation allocations and spent the money for other state purposes. In total, nearly \$2.5 billion in these gas taxes has been diverted to non-transportation expenses since 2002; and

WHEREAS, stabilizing Proposition 42 funding would enhance the ability of [name of municipality] to develop and carry out multi-year planning to address our backlog of needed road repairs, as well as budget for ongoing maintenance of infrastructure improvements, transit and other transportation projects; and

WHEREAS, a coalition is currently collecting voter signatures to qualify a constitutional amendment for the November 2006 ballot that would prohibit the Legislature and governor from transferring these gas tax revenues in the future to non-transportation expenses; and

WHEREAS, the measure also requires the state to reimburse the \$2.5 billion in funds previously diverted but allows 10 years for repayment;

Therefore be it RESOLVED, that the XXX supports this constitutional amendment to prevent future state budget diversions of Proposition 42 revenues.

Adopted this day, XXXXX, 2006

\_\_\_\_\_

\_\_\_\_\_



# Californians to Improve Traffic Now

**Yes, I Support a Constitutional Amendment to Close the Prop. 42 Loophole and Ensure Once and For All that the Sales Taxes We Pay at the Pump Go to Fund Transportation Improvements!**

*Close the Prop. 42 Loophole. Restore Accountability to the Voters. Improve Traffic Now!*

*(check box)*

You may list me/my organization as a public supporter of the proposed constitutional amendment aimed for the November 2006 ballot that would ensure once and for all that the sales taxes motorists pay on gasoline go to fund transportation projects. This measure would close the Prop. 42 loophole, restore accountability to California voters and improve traffic now.

**Please specify if you are endorsing as an:**

- Organization
- Company
- Individual

**Please complete the following information:**

\_\_\_\_\_  
Company or Organization Name

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title/Occupation

\_\_\_\_\_  
Mailing address

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip

\_\_\_\_\_  
County

\_\_\_\_\_  
Phone number

\_\_\_\_\_  
E-mail Address

\_\_\_\_\_  
Fax number

\_\_\_\_\_  
Signature (Required)

\_\_\_\_\_  
Date

**Please fax this completed form to:**

(707) 939-8703

Or mail to: 764 West Spain Street

Sonoma, CA 95476

For more information, please call Amy O'Gorman, (707) 291-3270

Paid for by Californians to Improve Traffic Now, a coalition of taxpayers, construction, business and labor, and California Alliance for Jobs Rebuild California Committee

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**State Infrastructure Financing Package Principles  
Bay Area CMA Directors  
February 1, 2006**

General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, which would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding.
9. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
10. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
11. At a minimum, address the following transportation needs through the infrastructure bond:
  - Additional funding for the State Transportation Improvement Program.
  - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
  - Funding for goods movement and trade corridors.
  - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).

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## Draft Principles for State Infrastructure Financing

**Solano Transportation Authority  
February 22, 2006**

### General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes, so that voters can be assured that previously dedicated funding for transportation can be relied upon. Securing Proposition 42 funds would allow for the completion of the many transit and roadway projects in the TCRP program and secure for the long term a significant state commitment to local streets and roads and to transit operations and improvements.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, which would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Consistent with the STA's 2006 Legislative Priorities and Platform, expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system.
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

### Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding. Regions should retain discretion over choosing projects consistent with air quality, traffic congestion and other critical objectives consistent with their regional plans.
9. Shift the priorities from funding primarily State projects, to a more balanced funding split between state and city/county projects (which comprise 81% of the State's maintained miles).
10. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
11. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
12. At a minimum, address the following transportation needs through the infrastructure bond:
  - Additional funding for the State Transportation Improvement Program.
  - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
  - Funding for goods movement and trade corridors.
  - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).

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CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

**ASSEMBLY BILL****No. 2538****Introduced by Assembly Member Wolk**

February 23, 2006

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An act to amend Section 14527 of the Government Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

AB 2538, as introduced, Wolk. Transportation funds: planning and programming regional agencies.

Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the State Transportation Improvement Program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds.

This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning,

programming, and monitoring. The bill would also establish a minimum amount to be allocated for this purpose. The bill would change the references to “regional improvement funds” to instead refer to “county shares.” The bill would make other conforming changes.

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 14527 of the Government Code is  
2 amended to read:  
3 14527. (a) After consulting with the department, the regional  
4 transportation planning agencies and county transportation  
5 commissions shall adopt and submit to the commission and the  
6 department, not later than December 15, 2001, and December 15  
7 of each odd-numbered year thereafter, a five-year regional  
8 transportation improvement program in conformance with  
9 Section 65082. In counties where a county transportation  
10 commission ~~or authority~~ has been created pursuant to Chapter 2  
11 (commencing with Section 130050) of Division 12 of the Public  
12 Utilities Code, ~~the that~~ commission ~~or the authority~~ shall adopt  
13 and submit the county transportation improvement program, in  
14 conformance with Sections 130303 and 130304 of that code, to  
15 the multicounty designated transportation planning agency. Other  
16 information, including a program for expenditure of local or  
17 federal funds, may be submitted for information purposes with  
18 the program, but only at the discretion of the transportation  
19 planning agencies or the county transportation commissions. As  
20 *used in this section, “county transportation commission”*  
21 *includes a transportation authority created pursuant to Chapter*  
22 *2 (commencing with Section 130050) of Division 12 of the Public*  
23 *Utilities Code.*  
24 (b) The regional transportation improvement program shall  
25 include all projects to be funded with ~~regional improvement~~  
26 ~~funds~~ *the county share* under paragraph (2) of subdivision (a) of  
27 Section 164 of the Streets and Highways Code. The regional  
28 programs shall be limited to projects to be funded in whole or in  
29 part with ~~regional improvement funds~~ *the county share* that shall  
30 include all projects to receive allocations by the commission

1 during the following five fiscal years. For each project, the total  
2 expenditure for each project component and the total amount of  
3 commission allocation and the year of allocation shall be stated.  
4 The total cost of projects to be funded with ~~regional~~  
5 ~~improvement funds~~ *the county share* shall not exceed the amount  
6 specified in the fund estimate made by the commission pursuant  
7 to Section 14525.

8 (c) The regional transportation planning agencies and county  
9 transportation commissions may recommend projects to improve  
10 state highways with *the interregional-improvement funds share*  
11 pursuant to subdivision (b) of Section 164 of the Streets and  
12 Highways Code. The recommendations shall be separate and  
13 distinct from the regional transportation *improvement* program. A  
14 project recommended for funding pursuant to this subdivision  
15 shall constitute a usable segment and shall not be a condition for  
16 inclusion of other projects in the regional transportation  
17 improvement program.

18 (d) The department may nominate or recommend the inclusion  
19 of projects in the regional transportation improvement program  
20 to improve state highways with ~~regional transportation~~  
21 ~~improvement funds~~ *the county share* pursuant to paragraph (2) of  
22 subdivision (a) and ~~subdivision (c)~~ of Section 164 of the Streets  
23 and Highways Code. A regional transportation planning agency  
24 and a county transportation commission shall have sole authority  
25 for determining whether any of the project nominations or  
26 recommendations are accepted and included in the regional  
27 transportation improvement program adopted and submitted  
28 pursuant to this section. This authority provided to a regional  
29 transportation planning agency or to a county transportation  
30 commission extends only to a project located within its  
31 jurisdiction.

32 (e) Major projects shall include current costs updated as of  
33 November 1 of the year of submittal and escalated to the  
34 appropriate year, and shall be consistent with, and provide the  
35 information required in, subdivision (b) of Section 14529.

36 (f) The regional transportation improvement program may not  
37 change the project delivery milestone date of any project as  
38 shown in the prior adopted state transportation improvement  
39 program without the consent of the department or other agency  
40 responsible for the project's delivery.

- 1 (g) Projects may not be included in the regional transportation  
2 improvement program without a complete project study report or,  
3 for a project that is not on a state highway, a project study report  
4 equivalent or major investment study.
- 5 (h) ~~The Each~~ transportation planning ~~agencies~~ *agency* and  
6 county transportation ~~commissions~~ *commission* may request and  
7 receive an amount not to exceed ~~1~~ 5 percent of ~~their regional~~  
8 ~~improvement fund expenditures~~ *its county share* for the purposes  
9 of project planning, programming, and monitoring. ~~A~~  
10 ~~transportation planning agency or county transportation~~  
11 ~~commission not receiving federal metropolitan planning funds~~  
12 ~~may request and receive an amount not to exceed 5 percent of its~~  
13 ~~regional improvement fund expenditures for the purposes of~~  
14 ~~project planning, programming, and monitoring~~ *In no case shall*  
15 *these amounts be less than the respective percentage of the*  
16 *county share for a state transportation improvement program of*  
17 *one billion two hundred fifty million dollars (\$1,250,000,000) per*  
18 *year.*
- 19 (i) *For the purposes of this section, "county share" shall mean*  
20 *"regional improvement funds" and "interregional share" shall*  
21 *mean interregional improvement funds.*

**Copies of the  
AB 1783 (Nunez)  
SB 1024 (Perata/Torlakson)  
SB 1165 (Dutton)  
have been provided to the STA Board Members  
under separate enclosure.**

**You may obtain a copy of the  
AB 1783 (Nunez)  
SB 1024 (Perata/Torlakson)  
SB 1165 (Dutton)  
by contacting our office at  
(707) 424-6075.**

**Thank you.**

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DATE: February 23, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board adopted its priority projects for FY 2002-03 and FY 2003-04 consistent with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year work plan. The current STA Overall Work Plan (OWP) for FY 2005-06 and FY 2006-07 includes a list of 42 priority projects. Of the 42 projects, 39 were identified as being funded as part of the adoption of the FY 2005-06 and FY 2006-07 budgets.

**Discussion:**

At the January 25, 2006 TAC, STA provided the Draft STA Overall Work Plan for FY 2006-07 and FY 2007-08. Subsequently, comments were received from two members of the TAC. These comments have been incorporated into the Draft STA Overall Work Plan for FY 2006-07 and FY 2007-08 which is provided in Attachment A.

Pending adoption of this Overall Work Plan by the TAC and Consortium on March 29, 2006, it will be forwarded to the STA Board on April 12, 2006 for adoption.

Following discussion and approval of the updated Overall Work Plan by the STA Board, staff will evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next two years. This funding of the Overall Work Plan will be agendized as part of the STA's adoption of its FY 2006-07 and FY 2007-08 budgets scheduled for June 2006.

**Recommendation:**

Informational.

Attachments:

- A. STA's Draft Overall Work Program (Priority Projects) for FY 2006-07 and FY 2007-08
- B. Work Plan Summary (March 2006)

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SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 2/28/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<p><u>I-80/680/SR 12 Interchange</u>            A. Interchange EIR/EIS            B. Cordelia Truck Scales Design            C. Breakout Logical Components            Status: Environmental studies are underway. Anticipate Public Meeting in Spring 2006.</p> <p>Estimated Completion Date (ECD)            Environmental Document 2008</p>	STA	TCRP \$100M RM2 \$12M TCRP \$17.4M Fed Demo \$16.4M STIP  Current Shortfall in funding \$702M to \$1B	X	X	X	\$8.1M for EIR/EIS \$0.885 to 1.2B (Capital Cost)	Projects Janet Adams
2.	<p><u>North Connector</u>            Status: Environmental Document to be completed Winter 2006-07. STA proceeding with Designer procurement. Coop w/ City of Fairfield, and County is being developed.</p> <p>ECD Environmental Document:            Winter 2006-07            ECD Design: Summer 2007</p>	STA	TCRP (environmental) \$ 21.3M RM2 (STA/County) East Section  \$ 28.9M (City of Fairfield) Central Section (including Segment 3 which is funded by RM2)  \$31.4M (TBD) West Section	X	X	X	\$2.7M EIR/EA \$81.6M (Capital Cost)	Projects Janet Adams
3.	<p><u>SR 12 West-Truck Climbing Lane Project (Phase I)</u>            Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled to start in 2007 depending on the availability of SHOPP funds.            ECD Construction: 2008</p>	Caltrans	SHOPP (2004)	X	X	X	\$7.4M	Projects Nick Endrawos - PM (Caltrans)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
4.	<p><b>I-80 HOV Projects</b></p> <p>A. Red Top to Air Base Parkway – This HOV Lane is included as part of the I-80/I-680/SR 12 Interchange Project. Construction is programmed with RM2 funds. ECD Environmental Document: 2007</p> <p>B. WB I-80 Carquinez Bridge to SR 29 – This project has a PSR expected to be completed by Caltrans early 2006, funding to be pursued from RM2 project on I-80 in Contra Costa County.</p> <p>C. I-80 HOV /Turner Parkway Overcrossing. STA Lead for PSR.</p> <p>D. Air Base Parkway to I-505 – This project is Long-Term project #25 and is currently unfunded. STA has placed the project PSR on the priority list, pending funding for PSR.</p>	STA	<p>TCRP (environmental) RM2 (Capital Cost)</p> <p>Potential RM2 form adjacent Project in Contra Costa County</p> <p>PSR Funded by Fed Demo</p> <p>Unfunded PSR and Capital</p>	X	X	X	<p>\$78M (Capital Cost)</p> <p>\$20M</p> <p>\$111M (Capital Cost)</p>	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 2/28/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
5.	<p><b>Jepson Parkway Project</b>            A. EIS/EIR on-going            Status: STA will work toward completing the Draft Envir Document, going through consultation w/ Resource Agencies and updating Funding Plan.            B. Leisure Town Interchange – (Underway –to be completed Summer 2006)            C. Walters Rd./East Tabor to Air Base Parkway            D. Vanden Road Widening            E. Walters Road Extension</p>	<p>STA             Vacaville             City of Fairfield            County            City of Fairfield</p>	<p>Fed Demo             Local STIP</p>	X	X	X	\$144 M	Projects Janet Adams
6.	<p><b>Travis Air Force Base Access Improvement Plan (North &amp; South Gates)</b>             Status: STA lead working County/and City of Fairfield/Suisun City to develop Plan.</p>	<p>STA            County</p>	<p>County            Federal Earmark</p>	X	X			Projects Janet Adams
7.	<p><b>I-80 Red Top Slide Project</b>             Status: North side completed February 2005.            South side \$6.5M, construction expected to begin mid 2006.             ECD: 2007</p>	<p>Caltrans</p>	<p>SHOPP</p>	X	X		<p>\$10M North side            \$6.5M South side</p>	Projects Janet Adams Caltrans



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 2/28/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<p><b>Project Study Reports (FSR's)</b></p> <p>A. SR 12 at Church Road            Status: STA lead, RFP early 2006</p> <p>B. I-80 HOV Lanes/Turner OC            Status: STA lead, RFP early 2006</p> <p>STA Lead, Coop to be developed City/County/STA</p> <p>C. I-80 EB Aux Lanes Travis Blvd. to Air Base Pkwy            Status: STA to be lead, pending funding</p> <p>D. I-80 HOV Lane Air Base to I-505            Status: STA to be lead, pending funding</p>	STA	STA PSR Funds County - Fed Earmark Unfunded Unfunded	X	X	X		Projects Janet Adams
9.	<p><b>Develop Corridor Management Policy(s)</b>            This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)</p>	STA	N/A		X		N/A	Projects Janet Adams
10.	<p><b>Benicia-Martinez Bridge Project</b></p> <p>Status: New Bridge to open end 2007            ECD: 2007</p>	Caltrans	RM1 RM2	X	X	X	\$1.2B	Projects Janet Adams Mo Pazooki (Caltrans)
11.	<p><b>Hwy 12 Jameson Canyon</b></p> <p>Status: Coop: Caltrans has the current lead on the EIR/EIS Document. STA is initiating formal partnership between Caltrans and Napa County to move forward as the lead agency in completing this project.            ECD: Pending Review with Caltrans</p>	Caltrans	TCRP (environmental) RTIP ITIP Fed Earmark	X	X		\$112M	Projects Janet Adams Nick Endrawos (Caltrans)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
12.	<b>Highway 12 SHOPP Projects</b> A. Construction of SR 12 Median Barrier B. Fairfield and Suisun City (Chadbourne Rd to 1KM West of Union Creek) Summer 2006 C. Azevedo Rd to Liberty Island Rd – Shld Widening (2009/2010) D. In Rio Vista – Sacramento Bridge – Rehab Bridge (2007/2008) E. Near Suisun City Scandia Rd. to Denverton OH – Rehab Rdwy (2007/2008) F. Near Suisun City – Denverton OH to Currie Rd – Rehab Rdwy (2007/2008) G. Pursue additional minor projects	Caltrans	SHOPP	X	X	X		Projects Janet Adams
13.	<b>I-80 SHOPP Projects</b> A. Near Fairfield to American Canyon – Upgrade Median Barrier (2007/2008) B. In Vallejo – Tennessee Street to American Canyon – Rehab Rdwy (2006/2007) C. Near Vallejo – American Canyon to Green Valley Road – Rehab Rdwy (2006/2007) D. Rte 12 to Leisure Town OC – CAPM (Draft SHOPP 2009/2010) E. In Fairfield – At Rockville Rd and W Texas Street – Modify Ramp and Signals (2006/2007) F. I-80/I-505 Weave, not currently programmed District 4 re-submitted	Caltrans	SHOPP	X	X	X		Projects Janet Adams Caltrans

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
14.	<p><u>I-505 and I-680 SHOPP Projects</u></p> <p>A. <u>I-680 - Benicia Br. To I-80/I-680 Interchange - Widen Shlds (Begin Construction Spring 2006)</u></p> <p>B. <u>I-505 - I-505/I-80 Interchange to Yolo Co. Line - AC surfacing and Slab Replacement (Adv Summer 2006)</u></p>	Caltrans	SHOPP	X	X	X	\$28.8M	Projects Janet Adams Doanh Nguyen (Caltrans)
15.	<p><u>SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study</u></p> <p>Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. PSR. ECD: 2006</p>	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
16.	<p><u>Highway 37 Project</u></p> <p>Mitigation site and Landscaping</p> <p>Status: \$ 600k Rte 37 landscape should advertise Summer 2006.</p>	Caltrans	STIP					Projects Janet Adams
17.	<p><u>Highway 113 SHOPP Project</u></p> <p>In Downtown Dixon - Reconstruct SR 113</p> <p>Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair. ECD: 2006</p>	Caltrans	SHOPP		X		\$2.5M	Projects Janet Adams Nick Endrawos (Caltrans)



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
18.	<u>Union Street/Main Street Reopening Feasibility Study</u> Status: Draft is complete, STA to work with Cities and County for developing recommendation for STA Board (TLC Priority) ECD: 2006	STA	STIP-PPM	X			\$10,000	Projects Janet Adams Dan Christians
19.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> Status: ongoing activity, STA pursuing development of tracking system for these projects. ECD: Ongoing activity.	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	X	X	NA	Projects Sam Sheldon
20.	<u>Regional Measure 2 (RM 2) Implementation</u> <ul style="list-style-type: none"> <li>Vallejo Station</li> <li>Solano Intermodal Facilities</li> <li>Capitol Corridor Improvements</li> <li>Regional Express Bus North Capital and Operating</li> </ul> Status: Funding reserves submitted	Vallejo STA STA CCJPA MITC	RM2	Ongoing			\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)	Projects Janet Adams Sam Sheldon
21.	<u>SR 113 MIS</u> Status FY 2006-07	STA	Unfunded - Seeking State Planning Grant and STP/ CMAQ Swap	X		X	\$150,000	Planning Dan Christians



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
22.	<b>SR 29 MJS</b> Status: New project. Unfunded. Target for FY 2007-08	STA	Unfunded		X			Planning Dan Christians
23.	<b>Update of Countywide Traffic Safety Plan</b> A. Safe Routes to Transit B. Safe Routes to Schools C. Railroad Crossings D. Flood Protection Mitigation  Status: Phase 2 Update underway. ECD: Fall 2006	STA	Gas Tax	Phase 2	X		Phase 1 - \$5,000 Phase 2 - \$50,000	Projects Jennifer Tongson
24.	<b>Congestion Management Program (CMP)</b> A. 2007 CMP B. Revisit Impact Fee Study (FY 2007-08)	STA	STP Planning	X	X			Planning Dan Christians
25. 110	<b>Countywide Traffic Model/GIS</b> A. Development of new model (transit) - Phase 2 (Transit) B. Maintenance of model  Status: Phase 1 forecasts (traffic) completed in 2005; Phase 2 (transit) will commence in FY 2005-06  ECD: Phase 1: December 2005 Phase 2: Fall 2006	STA	STP-Planning NCTPA	RFP released for Phase 2 on 12/14/05 Ongoing	X		\$100,000 \$65,000	Planning Dan Christians

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
26.	<p><u>Capitol Corridor Rail Station- Fairfield/Vacaville Station and Fairfield Suisun-Benicia Track Improvements</u>            Status: Station and track improvements designs underway. \$25M included in RM2. Priority for federal funding.            Status: Fairfield/Vacaville Train Station approved by CCJPA on 11-16-05.</p>	Fairfield/ Vacaville STA CCJPA	RM2 AD/PE-STIP ITIP Local	X	X		\$35M FF/VV Station	Planning Dan Christians
27.	<p><u>Commuter Rail Stations</u>            A. Dixon            Status: Environmental studies and Basis of Design Report underway for Benicia Intermodal Station;            Plans underway for Dixon Intermodal Station; RTIP funds expected to be moved into later years of 2004 STIP. Oakland-Sacramento Regional Rail Study is developing preliminary cost estimates for each of these stations. Further detailed feasibility analysis, track improvements and refined cost estimates will be needed for each station.            B. Benicia            Develop funding &amp; implementation study. Preserve Right-of-Way for future Napa Solano Passenger Rail Study            C. Preserve Right-of-Way for Future Napa Solano Passenger Rail</p> <p>ECD: Ongoing</p>		RTIP E. CMAQ YSAQMD Clean Air Funds RM2	X	X	X	\$20M \$20M (Preliminary estimates for required track access and platform improvements.	Planning Dan Christians



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
28.	<u>Development of STA's Transportation for Livable Communities (TLC) Program</u> A. Further define/implement Land Use Strategies-TLC Best Practices Plan B. New TLC guidelines - completed C. TLC Corridor Studies (i.e. North Connector, Jepson Parkway and S.R. 12 Design Concept) funding strategy D. County TLC Plan - Completed E. TLC Planning Grants F. Alternative Modes Funding Strategy under Development  ECD: Ongoing	STA	Regional TLC CMAQ TE  STP-Planning	X X X	X	X	\$68M (Capital Costs)  \$125,000	Planning Robert Guerrero



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Feasibility-Phase 2 Vallejo- Hiddenbrook to Fairfield</p> <p>B. Jepson Parkway Bikeway (next phase)</p> <p>C. Benicia Bike Route: State Park/ I-780</p> <p>D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)</p> <p>E. Vacaville - Dixon Bike Route</p> <p>Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004</p> <p>ECD: Ongoing</p>	Fairfield/ Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	X			\$5M-\$7M (Capital costs)	Planning Sam Shelton
30.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>Status: Countywide Pedestrian Plan is completed.</p> <p>Fairfield Linear Park</p> <p>A. Union-Main Street Pedestrian Enhancement</p> <p>ECD: Ongoing</p>	STA Solano County	State TEA Bay Trails TDA-ART3  Regional Bike/Ped Program RM 2 Safe Routes to Transit	X			\$3-\$5M (Capital Cost)	Planning Robert Guerrero



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31.	<u>STA Marketing/Public Information Program</u> A. Website B. Materials C. Events D. Transit Marketing E. Bus Wraps  Status: RFP for new marketing consultant to develop new materials. ECD: New contractor Spring 2006	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Anna McLaughlin
32.	<u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. New Ferry C. Maintenance Facility  Status: Ongoing	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33.	<u>Route 30 Management</u> A. Performance Monitoring B. Funding Agreement Update C. Marketing D. Ft. Fare Instrument  Status: Ongoing	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	<u>Solano Paratransit Management</u> A. Assessment Study B. Performance Monitoring C. Funding Agreement Update D. Service Efficiency Policies E. Marketing and Increase awareness of Solano Paratransit (Wraps, brochures) F. Vehicle Purchase Grant Administration G. PCC Management	STA	STAF	X	X	X	A. \$35,000 B. - D and G \$35,000 E. \$35,000 F. \$35,000 \$140,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
35.	<u>SR 12 Transit Corridor Study</u> ECD: February 2006	STA	STAF NCTPA	X			\$25,000 \$15,000	Planning/ Transit/Rideshare Dan Christians Elizabeth Richards
36.	<u>Intercity Transit Coordination</u> ECD: July 2006 A. Funding Agreement B. TDA Fund Coordination C. STAF Fund Management D. Intercity Transit Marketing E. Unmet Transit Needs Coordination ECD: FY 2006-07 TDA Cycle: June 2006	STA  MTC	STAF/TFCA	X	X	X		Transit/Rideshare Elizabeth Richards
115								
37.	<u>Transit Consolidation Study</u> Status: Funding in place; Board authorized to proceed. Initiate July 2006	STA	STAF MTC	X	X		\$75,000 \$60,000	Transit/Rideshare Elizabeth Richards



SOLANO TRANSPORTATION AUTHORITY  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study FY 2005-06 B. Vallejo Study- FY 2006-07 C. Dixon Completed/ Status: LIFT grant obtained and implementation underway.	STA/MTC	MTC/CBO STAF	X	X		\$30,000 \$30,000	Transit/Rideshare Elizabeth Richards
39.	<u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects (March '06) C. Project Selection (May '06) D. Monitor Projects	STAMTC	STAF	X	X		\$15,000	Transit/Rideshare Elizabeth Richards
40.	<u>Solano Works Plan Update &amp; Implementation</u> A. Rio Vista LIFT Vanpool Project Administration B. Prepare projects for future funding.	STA/County	TDA LIFT TANF	X	X	X	\$100,000	Transit/Rideshare Elizabeth Richards Yolanda Dillinger
41.	<u>Solano Napa Commuter Information Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns F. Events	STA	MTC TFCA ECMAQ YSAQMD	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin



SOLANO TRANSPORTATION AUTHORITY  
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 FY 2005-06 / FY 2006-07 / FY 2007-08  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	G. Teleservices Status: Marketing, Incentives, and implement ERH ECD Jan. 2006 for ERH Program, others are ongoing programs.							
42.	<u>Abandoned and Vehicle Abatement Program</u>	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado

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**Work Plan Summary  
(March 2006)**

TASK	STATUS
<b>Projects</b>	
I-80/680/SR 12 Interchange	<ul style="list-style-type: none"> <li>• Alternatives are being identified; STA has met with the staff from Fairfield, County and Suisun City for feedback on elements located within these jurisdictions.</li> <li>• Anticipate public meetings starting Mid-Summer with Alternatives.</li> <li>• News Letter to be published in March 2006.</li> </ul>
I-80 HOV Lane – Red Top Road to Air Base Parkway	<ul style="list-style-type: none"> <li>• Draft environmental technical studies are currently being prepared with planned submittal to Caltrans for review in March 2006.</li> <li>• Based on the findings of these technical studies, the environmental document may be a simple CE with Technical Reports.</li> <li>• MTC made the initial Regional Measure 2 (RM2) in January for the Environmental and design work.</li> </ul>
North Connector	<ul style="list-style-type: none"> <li>• MTC made the initial Regional Measure 2 (RM2) in January for the design work.</li> <li>• STA held interviews for the design consultant on February 24, 2006.</li> <li>• Draft Coop has been developed by STA and expected to be submitted to the City of Fairfield and Solano County in early March.</li> </ul>
SR 12 West-Truck Climbing Lane Project (Phase I)	<ul style="list-style-type: none"> <li>• Caltrans is currently the lead agency for this project.</li> <li>• STA is developing draft Coop terms to be submitted to Napa and Caltrans in early March.</li> </ul>
I-80 HOV – Carquinez Bridge to SR 37	<ul style="list-style-type: none"> <li>• Caltrans recently completed the PSR for the I-80 Westbound HOV Lane from Magazine Street to the Carquinez Bridge. This project cost is estimated to be \$17 million.</li> <li>• STA, in conjunction with CCTA, Caltrans and MTC, included this project in the RM2 clean-up language as eligible for the RM2 funding from the CC I-80 Eastbound HOV Lane project, should sufficient funding be available.</li> <li>• STA issued a RFP on February 23, 2005 for a PSR for the I-80 Westbound HOV Lane between Magazine Street and SR 37 and I-80 Eastbound between the Carquinez Bridge and SR 37.</li> </ul>
Jepson Parkway Project	<ul style="list-style-type: none"> <li>• The Administrative Draft EIS/EIR has 6 of the 21 technical chapters complete with release in March 2006.</li> <li>• All of the 14 technical reports have been submitted to Caltrans for review.</li> <li>• Next step will be to work with FHWA to facilitate the Biological Opinion (BO) development by Fish and Wildlife Service.</li> </ul>
Travis Air Force Base Access Improvement Plan (North & South Gates)	<ul style="list-style-type: none"> <li>• STA, Solano County, Suisun City and the City of Fairfield are currently preparing the Travis Air Force Base (AFB) Access Improvement Plan. The draft is expected to be completed in Mid March 2006.</li> <li>• The above group met with representatives from Travis to understand the Bases proposed improvements, specifically at the South Gate.</li> </ul>

Project Study Reports (PSR's)	<ul style="list-style-type: none"> <li>• STA released the RFP for Project Management Services for the SR 12/Chruuch Road Improvements and the I-80 HOV Lanes/New Turner Parkway Overcrossing PSRs. Proposals are due March 1, 2006.</li> <li>• STA released the RFP for these PSRs on February 23, 2006 with proposals due back on March 20, 2006.</li> <li>• STA is actively pushing to execute these contracts before May 1<sup>st</sup> to avoid the potential for delay due to the likely changes to the DBE program.</li> <li>• Caltrans has proposed to be the lead agency for the next PSR priority project, which is the EB I-80 Aux Lanes – Travis Blvd to Air Base Pkwy.</li> </ul>
I-80 SHOPP Project (SR 12 to Leisure Town OC)	<ul style="list-style-type: none"> <li>• Caltrans District 4 local office is pursuing approval of advancing portions of the I-80 \$42 million SHOPP project. The proposal involves replacing 1,400 concrete slabs for an estimated cost of \$14 million.</li> <li>• The work would still be funded from the SHOPP.</li> <li>• Caltrans estimated this work will take one year before it is ready to be advanced to construction.</li> </ul>
SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study	<ul style="list-style-type: none"> <li>• STA released the RFP to complete this study on February 23, 2006.</li> <li>• STA has submitted to draft funding agreement to the City of Rio Vista for review.</li> <li>• STA is actively pushing to execute the contract for the study before May 1<sup>st</sup> to avoid the potential for delay due to the likely changes to the DBE program.</li> </ul>
SR 113	<ul style="list-style-type: none"> <li>• SR 113 SHOPP Project- Caltrans is the lead agency for this project. STA, Caltrans and the City of Dixon met in mid February to discuss the construction activities that will begin in Mid May.</li> <li>• STA submitted a grant proposal in October 2005 to Caltrans for \$250,000 to study future SR 113 Corridor between SR 12 and I-80. Caltrans is currently reviewing the applications and working with the California Transportation Commission to notify successful grant applicants in Spring 2006.</li> </ul>
<b>Planning</b>	
Update of Countywide Traffic Safety Plan	<ul style="list-style-type: none"> <li>• Countywide Traffic Safety Plan (Phase 1) was completed in July 2005.</li> <li>• A Safe Routes to School Study (SR2S) immediately kicked off as Phase 2 of the Countywide Traffic Safety Plan when the Update was approved by the STA Board in July 2005.</li> <li>• Initial data collection and preliminary findings for the SR2S Study will be part of a public input process scheduled to begin in April 2006.</li> </ul>
Congestion Management Program (CMP)	<ul style="list-style-type: none"> <li>• A CMP update was completed and adopted by the STA Board in October 2005.</li> <li>• The STA has ongoing efforts to monitor and provide comments on potential land use changes decisions made by STA member agencies which may impact the Solano CMP network.</li> </ul>
Countywide Traffic Model/GIS	<ul style="list-style-type: none"> <li>• A Solano-Napa Travel Demand Model was completed and adopted by the STA Board in February 2005.</li> <li>• A follow up phase that includes a multi-model component has recently begun to get underway as part of a Caltrans Partnership Planning grant study entitled "Smarter Growth Along the I-80 Capitol Corridor."</li> </ul>

<p>STA's Transportation for Livable Communities (TLC) Program</p>	<ul style="list-style-type: none"> <li>• STA awarded \$150,000 in Solano TLC planning grants to the cities of Fairfield, Rio Vista and Suisun City</li> <li>• A separate call for Solano TLC capital projects is anticipated to occur in April 2006</li> <li>• STA staff will also continue to assist STA member agencies to apply for the Metropolitan Transportation Commission's Regional TLC capital, planning, and Housing Incentives Program funds.</li> </ul>
<p>Implementation of the STA's Alternative Modes Strategy</p>	<ul style="list-style-type: none"> <li>• The STA has developed an Alternative Modes Strategy that identifies STA discretionary funding over the next three fiscal year specifically for alternative modes type improvements. Almost \$10 million is anticipated for TLC, bicycle, pedestrian, safe routes to school and alternative fuel vehicles. The STA Board is scheduled to review the strategy at their March 8, 2006 meeting.</li> </ul>
<p>Implementation of Countywide Bicycle Plan Priority Projects</p>	<ul style="list-style-type: none"> <li>• On-going. The Countywide Bicycle Plan identifies approximately \$56 million in bicycle improvements. STA staff will continue to work primarily with the STA Bicycle Advisory Committee to implement the priority projects.</li> </ul>
<p>Countywide Pedestrian Plan and Implementation Plan</p>	<ul style="list-style-type: none"> <li>• On-going. The Countywide Pedestrian Plan identifies \$25 million in pedestrian improvements needed for Solano County. STA staff will continue to work primarily with the STA Pedestrian Advisory Committee (PAC) to implement the Plan.</li> </ul>
<p>SR 12 Transit Corridor Study</p>	<ul style="list-style-type: none"> <li>• STA Board reviewed and approved the SR 12 Transit Corridor Study in February 2006.</li> <li>• The State Route 12 Corridor Study includes the following information: <ul style="list-style-type: none"> <li>○ 2005 and 2030 peak hour traffic projections</li> <li>○ Proposed transit service phasing plan</li> <li>○ Potential bus stop locations</li> <li>○ Projected peak and off-peak ridership for the proposed service</li> <li>○ Capital and operating costs for each phase</li> </ul> </li> <li>• SR 12 Transit Corridor Study is available for implementation dependant on new funding revenue sources.</li> </ul>

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DATE: February 24, 2006  
TO: STA Board  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: Solano Napa Commuter Information (SNCI) Program  
FY 2005-06 Mid-Year Report

**Background:**

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2005-06 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2005 (Attachment A). The Work Program included ten major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. Fall Campaign
7. California Bike to Work Campaign
8. General Marketing
9. Rio Vista LIFT SolanoWORKS Vanpool Project
10. CalWORKS Support

With the completion of the first half of the fiscal year, SNCI Program progress on the Work Program is presented in Attachment B.

**Discussion:**

The SNCI Program has had an active and productive first six months of FY 2005-06. Following are highlights of accomplishments from selected program elements.

*Customer Service and General Marketing (#1 and #8)*

SNCI staff assisted over 1,500 individuals who called in requesting rideshare, transit, and other information. A total of 32 events were staffed throughout Solano and Napa Counties, serving 1,335 individuals. Over 500 carpool/vanpool matchlists were processed. Over 26,000 pieces of public transit schedules were distributed along with

6,706 SNCI Commuter Guides, 6,169 BikeLinks maps, and 4,981 SolanoLinks brochures via phone and internet requests, events, and 111 display racks throughout Solano and Napa Counties. Additionally, a Vallejo Transit intercity bus was wrapped with a colorful design promoting the SNCI program. Staff also responded to transit disruptions with the potential BART strike and the termination of the Napa Valley Commute Club by providing customized rideshare and transit information to effected commuters.

*Employer Program and Fall Campaign (#2 and #6)*

The Great Race for Clean Air served as the Fall Campaign in September 2005 and included a mailing of promotional materials to over 400 Solano and Napa employers. The campaign also included print advertisements and radio ads on KUIC and KVYN/KVON radio stations. Presentations, detailing the benefits of alternative commute programs, have been made to six employers, four employer events have been staffed, and density maps have been created for two employers.

*Vanpool Program and Incentives (#3 and #4)*

The SNCI vanpool program is making progress with the formation of 4 new vanpools and 140 vanpool assists to drivers and coordinators. To date, \$2,775 has been spent on commuter incentives with 21 individuals participating.

*Emergency Ride Home Program (#5)*

Policies and procedures for the Emergency Ride Home (ERH) Program were finalized and approved. Staff has finalized promotional materials and the program will be available to Solano County employers beginning in March 2006.

*California Bike to Work Campaign (#7)*

These activities are scheduled for implementation during the second half of the fiscal year.

*Welfare to Work Programs (#9 and #10)*

The Low Income Flexible Transportation (LIFT) funding agreement between MTC and the City of Rio Vista for a CalWORKS vanpool project is in effect. The final agreement among the STA, City of Rio Vista, and the County of Solano, who will be partners in implementing this project, has been executed.

**Recommendation:**

Informational.

**Attachments:**

- A. SNCI Work Program FY 2005-06
- B. FY 2005-06 Mid-Year Report

**Solano Napa Commuter Information  
Work Program  
FY 2005-06**

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1. **Customer Service:** Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through tele-services and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program:** Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program:** Form 30 vanpools and handle the support of over 200 vanpools while assisting with the support of several dozen more.
4. **Incentives:** Increase promotion of SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle and employee incentive programs.
5. **Emergency Ride Home:** The emergency ride home incentive will be launched and marketed this year to employers in Solano County.
6. **Fall Campaign:** SNCI will coordinate a Fall Campaign that promotes non-drive alone commute options in Solano and Napa counties.
7. **California Bike to Work Campaign:** Take the lead in coordinating the 2006 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing:** Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Rio Vista LIFT Solano WORKS Vanpool Project:** Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency project.
10. **CalWORKS Support:** Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services. Partner with other agencies and seek funding for eligible projects.

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**Solano Napa Commuter Information  
FY 2005-06 Mid-Year Report**

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**1. Customer Service**

SNCI staff assisted over 1,500 individuals who called in requesting rideshare, transit, and other information. Over 500 carpool/vanpool matchlists were processed; 333 were for newly interested commuters and 175 were updates.

Tens of thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Over 26,000 pieces of public transit schedules were distributed along with 6,706 SNCI Commuter Guides, 6,169 BikeLinks maps, and 4,981 SolanoLinks brochures.

**2. Employer Program**

Employers throughout Solano and Napa Counties and a select few outside the counties have received a range of employer services. In August, SNCI created and mailed to Solano and Napa employers received Great Race for Clean Air campaign packets to promote alternative transportation and clean air to their employees. Employers also received a mailing in December, highlighting SNCI's services and accomplishments over the past year.

SNCI program staff actively participated in the Napa BAAQMD Clean Air Coalition and took a lead roll in creating a Car Free Tourism website – the coalition's primary project for the year. Presentations and individual consultations, detailing the benefits of alternative commute programs, have been made to six employers. SCNI has staffed four employer events, and prepared two density maps highlighting employee commutes. Additionally, SNCI has prepared a customized carpool incentive proposal for St. Helena Hospital. SNCI remains an active member of the Chambers of Commerce in Solano and Napa Counties by participating in committees and as well as outreaching to other members of the public.

**3. Vanpool Program**

A total of 4 new vanpools were formed. One of these vanpools travels from the Sacramento area to Travis Air Force Base. The others travel from Solano County to Sacramento, Napa County, and San Mateo County.

Vanpool support is very important to maintain the existing strong vanpool fleet. On-going support has been sustained with the completion of 140 vanpool assists. Vanpool assists include processing Motor Vehicle Reports per Department of Motor Vehicle requirements, issuing Sworn Statement Cards, processing driver medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, etc. Also, in an effort to better serve existing vanpools, customizations were made to the vanpool database making regular contact with vanpool coordinators and drivers more systematic.

4. **Incentives**  
SNCI continues to offer three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. During the past six months, \$2,775 has been distributed to these programs with 21 individual commuters participating. The two vanpool incentives are ongoing and continue to support new and existing vanpools. Staff expects to see more use of the ongoing bicycle incentive with the Spring Bike to Work Campaign.
  
5. **Emergency Ride Home**  
During the first half of FY05/06, staff completed the development of the Emergency Ride Home (ERH) Program for Solano County employers. The STA Board approved the program in July 2005. A Request for Proposals was issued for taxi and rental car services and vendors were selected. Marketing materials were finalized and printed. SNCI will begin marketing this new program to employers early in 2006. Marketing will include a mailing to employers, outreach through chambers of commerce, press releases, and radio ads on KUIC.
  
6. **Fall Campaign**  
SNCI worked with the Bay Area Air Quality Management District and other Transportation Demand Management organizations in the Bay Area to support the Great Race for Clean Air as the Fall Campaign. The campaign lasted throughout the month of September and encouraged individuals to try four different alternative modes (bus, ferry, rail, rideshare, bike and walk) in four weeks. Local outreach in Solano and Napa Counties included a mailing of promotional materials to employers and follow-up calls, advertisements in monthly direct-mail circulars, and radio advertisements in both counties. Approximately 100 employers participated in the campaign by displaying posters, sending emails to employees, and/or distributing customized paycheck inserts and flyers. Additional promotion for the campaign included an on-air interview on Napa's KVON-AM radio station.
  
7. **California Bike to Work Week**  
Planning for the 2006 Bike to Work Campaign began in November 2005 with the meeting of the regional Bike to Work Technical Advisory Committee. The Bay Area Bicycle Coalition is coordinating the Regional Campaign for the Bay Area. SNCI will be coordinating the Solano and Napa County campaigns. SNCI staff will be attending Solano and Napa Bicycle Advisory Committee meetings in January and early February to solicit local input and feedback to coordinate the campaign locally. Bike to Work Day will be held on Thursday, May 18, 2006.
  
8. **General Marketing**  
Staff maintained 111 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – an increase of 9 from the previous year. A total of 32 events were staffed throughout Napa and Solano Counties: 4 employer events and 28 community events with 1,335 people served at these events and 4,511 pieces of rideshare and transit materials distributed. Additionally, a Vallejo Transit intercity bus was wrapped with a colorful design promoting the SNCI program.

In July, staff worked with the Metropolitan Transportation Commission and other regional transportation agencies to coordinate resources and plan for a potential BART strike. Staff also helped coordinate employer participation and input in the SR 12 Transit Study along the proposed route from Rio Vista to Napa.

The termination of the Napa Valley Commute Club from Napa to San Francisco disrupted dozens of individual commuters. Staff worked to inform the effected individuals of alternative commute options including carpool, vanpool, and transit.

The SNCI Commuter Guide was updated and reprinted as well as the SolanoLinks Transit Brochure and Wall Map.

**9. Rio Vista LIFT Solano WORKS Vanpool Project**

The Low Income Flexible Transportation (LIFT) funding agreement between MTC and the City of Rio Vista for a CalWORKS vanpool project is in effect. The final Memorandum of Understanding (MOU) among the STA, City of Rio Vista, and the County of Solano who will be partners in implementing this project has been executed. A vanpool vendor has been selected and staff is working with Solano County staff to recruit vanpool drivers and passengers.

**10. CalWORKS (Welfare to Work) Support**

SNCI has provided support to Solano and Napa's Welfare to Work activities as needed. Primary activity in Solano has been the execution of the MOU leading to implementation of the Rio Vista CalWORKS vanpool. In Napa, SNCI has lent support to their annual survey.

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DATE: February 24, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Update on Implementation of Disadvantaged Business Enterprise (DBE) Program

**Background:**

Local agency recipients of federal funds are required to comply with all elements of Title 49, Part 26 of the CFR entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". These provisions apply to all federal-aid funded transportation projects.

Each local agency is required to implement a DBE Program and establish an annual overall goal prior to submitting a "Request for Authorization" to proceed with a federal-aid project. Federal-aid contracts refer to U.S. Department of Transportation (DOT) assisted contracts, which includes funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Establishment of the overall goal is currently done by a two step process. The overall goal is segregated into race-neutral and race-conscious components. The base figure is determined by the relative availability of DBEs that are ready, willing and able to participate in the federal-aid contracting program. This base figure may then be adjusted based on a required review of agencies knowledge of the contracting market. The evidence used for this adjustment comes from disparity studies, statistical disparities or other relevant means by the local agency.

Race-neutral DBE participation is defined by the level of DBE participation that would be obtained through customary competitive procurement procedures that do not have a DBE goal or a DBE obtains a contract from a prime contractor that did not consider its DBE status in making the contract award.

Race-conscious DBE participation is the component of the overall goal that focuses on assisting only DBEs. The use of contract goals is the primarily example of a race-conscious measure in the DBE Program. Local agencies must establish contract goals to meet any portion of their overall goal they do not project being able to meet using race-neutral means.

**Discussion:**

On May 9, 2005 the United States Court of Appeals for the Ninth Circuit Court filed an opinion on the Western States Paving Co. vs Washington State Department of Transportation (WSDOT) and the United States of America Department of Transportation (USDOT) Federal Highway Administration (FHWA). The opinion found that while the Federal DBE Program is constitutional on its face, judgment was made against the State because WSDOTs DBE goal was not separately supported with controlled, statistical evident of discrimination for the race-conscious portion of the goal and therefore was not based on actual evidence of discrimination in its market place.

WSDOT was expected to prove that discrimination had current effects on its market and that such discrimination also affected all of the socially disadvantaged groups included in the WSDOTs DBE Program.

In response to this ruling, Caltrans began a disparity study for 45 days beginning December 30, 2005. This period has been extended an additional 45 days to March 20, 2006. Caltrans is expected to study what, if any discrimination exists to the minority groups included in its DBE Program. This study will be the basis of determining what, if any, changes will be made to the current DBE Program.

On February 9, 2006 Caltrans sent an e-mail to all local agencies notifying them of; 1.) A 45 day extension of the public comment period to March 20, 2006, 2.) By May 1, 2006 a final decision would be made whether to Caltrans will continue with a race-conscious DBE program or if it will be changed to a race-neutral DBE program, and 3.) Should a change be made, the implications to the local agencies.

Should the Department change to a race-neutral DBE program local agencies must:

- Immediately implement the statewide race-neutral DBE program prepared by Caltrans, unless the local agency has a DBE program approved directly by a federal agency. Local agencies will not be required to initiate a 45-day public comment period to effect this change.
- No longer advertise and award contracts with federal-aid funds containing race-conscious DBE goals. Subsequent federal-aid procurements shall contain race-neutral DBE contract language and availability goal.
- Re-advertise with race-neutral contract language, all federal-aid contracts with race-conscious DBE goals, which have had bids opened or proposals received but contract award documents not yet fully executed. A contract change order or contract amendment to change from a race-conscious to race-neutral DBE goal is not acceptable.
- Federal-aid contracts that have been advertised, but for which bids have not yet been opened or proposals received, may proceed with an addendum changing the contract provisions from race-conscious to race-neutral.
- If full execution of the contract award documents has occurred prior to Caltrans change to a race-neutral program, federal-aid contracts with race-conscious DBE goals will continue unchanged and not be affected.
- Local agencies will continue to collect and report anticipated DBE participation at award, and final utilization at completion of all federal-aid contracts.

This information is being sent to all local agencies early to help plan to likely changes to the DBE program as Caltrans will not have a grace period to any changes made to the program.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Caltrans Letter dated February 8, 2006 from Terry Abbott, Chief Division of Local Assistance regarding implication of changes to the DBE program.

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**DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF LOCAL ASSISTANCE – M.S. 1  
 1120 N STREET  
 P. O. BOX 942873  
 SACRAMENTO, CA 94273-0001  
 PHONE (916) 653-1776  
 FAX (916) 654-2409  
 TTY (916) 653-4086



*Flex your power!  
 Be energy efficient!*

February 8, 2006

To: Metropolitan Planning Organizations  
 Regional Transportation Planning Agencies  
 Local Transportation Commissions  
 League of California Cities

Dear Executive Director:

This letter is applicable to all agencies that have federal-aid projects. By letter dated December 30, 2005, the California Department of Transportation (Department) advised you that the Department is required, by a recent decision of the Ninth Circuit Court of Appeals, to consider amending its current Disadvantaged Business Enterprise (DBE) program and that the Department has begun the 45-day public comment period to do so. See the following Local Assistance website under "Helpful Information and Resources" for the December 30, 2005 letter, and the "Public Notice" initiating the 45-day public comment period:

[http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC/DBE\\_CRLC.html#DBE](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC/DBE_CRLC.html#DBE)

The public comment period, scheduled to end on February 3, 2006, has been extended an additional 45 days to March 20, 2006 for submission of public comments. The "Public Notice" of the 45-day extension is also on the above Local Assistance website. The Department's Office of Civil Rights anticipates it will take approximately 30 days to evaluate comments and information received. It is estimated that on May 1, 2006, a final decision will be made whether to continue either with a race-conscious DBE program or to change to a race-neutral DBE program.

At the time the Department makes its decision to either continue using a race-conscious DBE goal or to change to a race-neutral DBE goal, an announcement will be placed on the Local Assistance DBE website under "Helpful Information and Resources".

If the Department's decision were to continue with a race-conscious DBE program, there would be no immediate change to the way local agencies are presently administering federal-aid projects.

If the Department's decision is to change to a race-neutral DBE program, local agencies must also change to a race-neutral DBE-program immediately to maintain federal fund eligibility and shall observe the following:

- Immediately implement the statewide race-neutral DBE program prepared by the Department. Local agencies will not be permitted to continue with their own separate DBE programs unless such programs have been approved directly by a federal agency.

*"Caltrans improves mobility across California"*

Local agencies are not required by the Department to initiate a 45-day public comment period to effect this change.

- No longer advertise and award contracts with federal-aid funds containing race-conscious DBE goals. Subsequent federal-aid procurements shall contain race-neutral DBE contract language and availability goal.
- Re-advertise with the race-neutral contract language, all federal-aid contracts with race-conscious DBE goals, which have had bids opened or proposals received but contract award documents not yet fully executed. A contract change order or contract amendment to change from a race-conscious to a race-neutral DBE goal is not acceptable.
- Federal-aid contracts that have been advertised, but for which bids have not yet been opened or proposals received, may proceed with an addendum changing the contract provisions from race-conscious to race-neutral.
- If full execution of the contract award documents has occurred prior to the Department's change to a race-neutral program, federal-aid contracts with race-conscious DBE goals will continue unchanged and not be affected.
- Local agencies will continue to collect and report anticipated DBE participation at award, and final utilization at completion of all federal-aid contracts.

**Executing the award of a contract with a race-conscious DBE goal after the Department has changed to a race-neutral DBE program will make a contract ineligible for federal-aid funding.**

The above information is being provided to ensure that agencies are fully informed, and to mitigate and minimize disruption and delays to local agency federal-aid procurements caused by a shift from a race-conscious DBE program to a race-neutral DBE program. It is recommended that local agencies review their planned advertisements, bid openings and contract execution dates, and consider scheduling or extending bid openings a week or two after the May 1st timeframe. This would allow for extending bid openings and including the new race-neutral specifications by addendums, if required.

To help prepare local agencies should the change to race-neutral occur, the Department is taking the following actions to prepare race-neutral contract documents:

- Preparing race-neutral "Sample Notice to Contractors Special Provisions" and the "Sample Proposal and Contract" for use in federal-aid construction contracts. Both will be available shortly for local agencies to download from the Division of Local Assistance website at:

[http://www.dot.ca.gov/hq/LocalPrograms/sam\\_boil/sam\\_boil.htm](http://www.dot.ca.gov/hq/LocalPrograms/sam_boil/sam_boil.htm)

Metropolitan Planning Organizations  
Regional Transportation Planning Agencies  
Local Transportation Commissions  
League of California Cities  
February 3, 2006  
Page 3

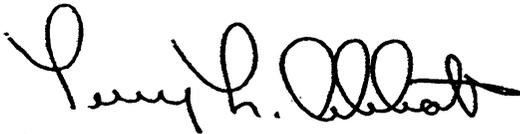
- Preparing race neutral "Bidder/Proposer DBE Participation Requirements and Instructions" (Exhibit 10-I), and the "Sample DBE Participation Requirements" (Exhibit 10-J), in Chapter 10, "Consultant Selection," of the Local Assistance Procedures Manual for use in federal-aid consultant contracts. Both will be available shortly for agencies to download from the Division of Local Assistance website under "Announcements" at:

<http://www.dot.ca.gov/hq/LocalPrograms/>

- A copy of the Department's race-neutral statewide DBE program will be made available in the near future for local agencies to download for information and use under "Announcements" at the Division of Local Assistance website.

I want each agency to know that the Department is very concerned about the potential delays and effects to local agency projects should there be a change to a race-neutral DBE program. Through advance communication with each of you, my goal is to minimize the disruption to project delivery. I encourage each agency to maintain contact with their District Local Assistance Engineer (DLAE) and bring to the DLAE's attention any questions or special circumstances that need to be quickly addressed by the Department. DBE informational meetings will be held in your area by the Department to answer questions and further assist local agencies with their federal-aid projects. You will be contacted by your DLAE in the near future as to the date and location of these meetings.

Sincerely,



TERRY L. ABBOTT  
Chief  
Division of Local Assistance

c: DLAEs

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DATE: February 24, 2006  
TO: STA Board  
FROM: Jennifer Tongson, Assistant Project Manager  
RE: 2007 TIP Development

**Background:**

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action. The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP every two years, which will cover a four-year period, must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available), and must be consistent with the Regional Transportation Plan (RTP). Transit, highway, local roadway, bicycle and pedestrian projects are all included in the TIP.

The impact of the TIP on regional air quality must also be evaluated as part of the development of the new TIP. MTC is responsible for making an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

**Discussion:**

To prepare for the upcoming expiration of the 2005 TIP (set to expire on September 30, 2006), MTC is initiating the development of the 2007 TIP. Developing the 2007 TIP requires that project sponsors review all their projects in the current TIP and inform STA of:

1. Projects that are completed and should be archived;
2. Projects that need to be continued into the new TIP;
3. Any changes to existing projects (scope, funding, contact person, etc); and
4. Updating project costs. Federal regulations require that the project listings reflect the latest estimates of the total project costs including all local funds, for all phases of the project.

Transit operators are responsible for working directly with MTC to update their projects into the TIP. For other public works projects, project sponsors will need to coordinate with the STA, who is the designated agency responsible for updating projects in the TIP using the WebFMS online TIP system.

The WebFMS system can be found at <http://webfms.mtc.ca.gov/webfms/home>. Local agencies can query, view, and print a list of their projects, although they do not have access to make changes to their projects.

MTC's amendment period for the 2007 TIP update is from Monday, March 27 to Monday, April 10. Edits and updates to projects in the TIP will not be accepted by MTC after Monday, April 10, 2006. At the February TAC meeting, STA staff requested that project sponsors take the following actions prior to the start of the MTC's amendment period:

1. Go to the "Project Search" section of the WebFMS system, perform a query search for your agency, and print out your projects.
2. Use the print-outs to manually edit and make changes to each project, and also note whether the project has been completed and can therefore be archived. Use the attached memo from MTC to assist you in your review.
3. A copy of your edits must be submitted to the STA by **Friday, March 24<sup>th</sup>** (by hard copy, fax, or .pdf) for inclusion in the 2007 TIP. STA staff will submit the edits into the WebFMS system during MTC's amendment period.

After April 10<sup>th</sup>, the TIP will be reviewed by MTC and will run through an air quality conformity analysis. The Final TIP is scheduled for approval by FHWA and FTA on Monday, October 2, 2006.

**Recommendation:**

Informational.

Attachment:

A. MTC Memo, 2007 TIP Development.



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
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E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: Finance Working Group

DATE: February 1, 2006

FR: Raymond Odunlami, Programming and Allocations Section

RE: 2007 TIP Development

The 2005 Transportation Improvement Program (TIP) is set to expire on September 30, 2006. Therefore, it is time to develop a new TIP. This letter provides instructions for development of the 2007 TIP, which covers the 4-year period, federal fiscal year (FFY) 2006-07 through FFY 2009-10 as allowed under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFTTEA). Note that this is a change from all previous TIPs, which have covered a three (3) year period.

The 2007 TIP will be developed using MTC's Web Fund Management System (WebFMS) which most of you are now accustomed to. However, if your staff has not used the system or needs additional training in its use, please contact us as soon as possible and we will arrange a training session.

Developing the 2007 TIP entails reviewing of all your current TIP projects, and informing us of:

1. Which projects are completed and should be archived;
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year and not yet included in a FTA grant, need to be carried over into the first year of the TIP (this applies to transit projects only);
4. Any changes to existing projects (scope, funding, contact person, etc); and
5. Updating project costs. Federal regulations require that the project listings reflect the latest estimates of the total project costs including all local funds, costs of all phases.

The link to the WebFMS application is:

<http://webfms.mtc.ca.gov/webfms/home>

CMAAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. As a reminder, cities and counties do not have submittal rights in the WebFMS application, as such CMAAs are required to submit projects on behalf of the Cities and Counties. Transit operators can access the system directly.

To reduce the need of future TIP Amendments, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting. Do not "submit" a project until you are sure that the review of that project is completed. You can "save and exit" the project and return to complete and submit it at a later date.

Projects will be available for review starting Monday, March 27, 2006 and we would appreciate it if you could complete the process as soon as possible, **BUT NO LATER THAN APRIL 10, 2006**. If you have any questions, or encounter any problems during this process, please call Raymond Odunlami at (510) 817-5799 or e-mail him at [Rodunlami@mtc.ca.gov](mailto:Rodunlami@mtc.ca.gov).

The Draft 2007 TIP and the draft air quality conformity analysis will be released for public review on May 17, 2006, with a public hearing scheduled for June 14, 2006. In order to accommodate this schedule, **no edits will be accepted after Monday, April 10, 2006**.

The listing for each project that will be available for your review will show how the project currently appears in our 2005 TIP including any pending amendment versions. All fields in the application are editable. Please make revisions only where necessary.

Once you are ready to begin the review and editing of your projects (**After Monday, March 27, 2006 and before April 10, 2006**):

1. Go the WebFMS site;
2. Sign in and click on the "Universal Application" tab;
3. Choose "Resume In-process Application" - this will allow you to see the latest version of all your projects in an editable format; and
4. Begin your project review.

Please focus your review on the following elements:

1. Are your projects properly listed in the TIP?

Review project name and project description to ensure that the name, limits and scope are accurate.

2. Are the dollar amounts, fund sources and programming years correct?

In most cases, particularly for federal and state funding, the fund sources and amounts should not be changed, since they reflect official MTC programming actions.

Please revise local fund sources and amounts to reflect total project costs or updated total project costs.

For FTA funds, if the funds are currently programmed prior to FY2006-07 and it has not been included in a grant, use the carryover field to indicate to us that the funds need to be carried over into the new TIP. This applies to FTA funds only.

3. Are all funded phases reflected in the project listing?

As part of the regulations that require that project listings show the total project costs, federal guidance requires that all funded phases be reflected accurately in the project listing. If a project listing does not show any amount programmed for a phase, (e.g. Env, PE, PS&E, ROW or Con) a formal TIP amendment and perhaps a new conformity analysis would be required to amend such a phase into the TIP if necessary in the future. Therefore, you must show all funded phases (even if funded with local resources) in your project listings if they are not listed already.

4. Should the project be included in the 2005 TIP or can the project be archived?

Are any projects completed, fully obligated (FHWA projects) or in an approved or pending FTA grant? Are any projects listed more than once?

If **all** federal or state funding for the project has been awarded, obligated or the project has been completed, or if all project funding is prior to FY07 and if no further federal action is anticipated for the project, the project can be archived.

If the project is not yet completed and you would like it to be included in the 2007 TIP for informational purposes, place a check in the "No, project is not complete" box, and use the "submit" button. Do not use the "archive" button.

5. Should the Carryover Field be checked?

For FTA funds programmed prior to FY07 that have been obligated or included in an approved FTA grant, the carryover field does not need to be used.

Please enter Carryover to 2007 if:

- a) The funds are in a pending FTA grant; or
- b) If the funds have been transferred to FTA from FHWA but have not been included in a FTA grant; or
- c) If the funds are a prior year FTA earmark not yet obligated or included in a grant.

Do not use the Carryover Field for non-FTA funds.

6. The project listings show the latest version of the project including pending amendments. Please check your projects to ensure that pending amendments are shown correctly.

7. In addition to federally funded projects, the TIP must also include regionally significant locally funded projects. Review your agency's capital improvement program for FY 2006-07 through FY 2009-10 to determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any form of FTA, FHWA or other federal agency action. For example, addition of an interchange to the interstate system, that is capacity increasing or a project that requires federal permits would need to be shown in the TIP. (Additional information regarding regionally significant locally funded projects is provided in Attachment A.)

To propose a new regionally significant project, go to the "Universal Application" tab of the WebFMS and propose a new project for each of your new regionally significant projects, so that we can include them in the TIP.

8. After your review, update the contact information section located at the end of each project listing and submit the project to MTC for review and inclusion into the 2007 TIP by **March 24, 2006**.

If you have any funding specific question(s) please contact the following MTC staff persons;

STP/CMAQ	Craig Goldblatt	(510) 817-5837
Section 5307/5309/AB664 Funds	Glen Tepke	(510) 817-5781
STIP/TE	Kenneth Folan	(510) 817-5804
General TIP and WebFMS questions	Raymond Odunlami	(510) 817-5799
RM2	Melanie Choy	(510) 817-5865

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes in the future and will prevent having to do additional air quality conformity analyses.

Thank you for your prompt attention to this request.

Attachment A – Definition of Regionally Significant locally Funded Project  
Attachment B – TIP Development Schedule

Attachment A

**DOES THE PROJECT NEED TO BE INCLUDED IN THE TIP?**

	PROJECT TYPE	DOES THE PROJECT NEED TO BE INCLUDED IN THE TIP?	Project level conformity <sup>1</sup>	Project review for RTP consistency
A	<ul style="list-style-type: none"> <li>Federally funded<sup>2</sup> and/or federal actions or permits required (excluding projects exempt from the Clean Air Act)</li> </ul>	<u>YES</u>	YES	YES
B	<ul style="list-style-type: none"> <li>State funded</li> <li>No federal action required.</li> </ul>	<u>YES</u>	NO	YES
C	<ul style="list-style-type: none"> <li>100% locally funded.</li> <li>No federal action required.</li> <li><u>Regionally significant</u><sup>3</sup></li> </ul>	<u>YES</u>	NO	YES, if affecting state highway system. Otherwise NO
D	<ul style="list-style-type: none"> <li>100% locally funded.</li> <li>No federal action required.</li> <li>Not regionally significant</li> </ul>	NO	NO	NO

Footnotes:

<sup>1</sup>**Project Level Conformity:** While several classes of projects are defined to make it easier to understand MTC project review procedures, we urge project sponsors to contact MTC staff as early as possible in the project development process to discuss the project review procedures, which will be applied to a proposed project. Planning, budgetary, or other issues might warrant a higher standard of review.

<sup>2</sup>**Federally Funded:** Any transportation project receiving federal funds, or that requires federal permits must be included in the TIP. Because of the co-mingling of federal and state funds in the State Highway Account, it is assumed that all projects using State Transportation Improvement Program (STIP) funds are “federalized” and must go through project review and air quality conformity.

<sup>3</sup>**Regionally significant:** Regionally significant projects must be included in the TIP to ensure adequacy of the conformity analysis. Regionally significant projects are those that are capacity increasing, including principal arterial highways or fixed guideway transit facilities that offer an alternative to regional highway travel. Other projects may be deemed regionally significant if necessary to ensure adequate conformity analysis.

<sup>4</sup>**Project Review:** All projects included in the TIP must be consistent with MTC’s Regional Transportation Plan (RTP). For a non-capacity increasing project this review would typically be complete upon the Commission’s adoption of the TIP. For a capacity increasing project (e.g. lane additions or park & ride lots of at least 250 spaces) the project must be reviewed by the Programming and Allocations Review Committee and the Commission; and they make RTP consistency findings by means of a resolution.

**ATTACHMENT B**

2007 TIP Metropolitan Transportation Commission Transportation Improvement Program (TIP) Schedule of Key Dates February 1, 2006	
Mon., Jan. 23, 2006	Call for New Non-Exempt Projects Not Already In The TIP
Fri. February 10, 2006	Last day to Submit Request for Formal TIP Amendment
Mon., Feb. 13, 2006	Deadline to Submit List of New Non-Exempt Projects Not Already In The TIP
Fri., March 24, 2006	TIP Lock Down – No More TIP Amendments And Begin Of 2007 TIP Development
Mon., March 27, 2006	Beginning of Project Review by Project Sponsors
Mon., April 10, 2006	End of Project Review by Sponsors and Beginning of Internal Review by MTC Program Managers
Wed., April 26, 2006	Review of 2007 TIP project list and conformity approach by AQCTF
Wed., May 10, 2006	Review of Admin. Draft Conformity Analysis by AQCTF
Mon., May 17, 2006	Release of Draft TIP and Draft Conformity Analysis for Public Comment period
Wed., June 14, 2006	Public Hearing on Draft TIP and Draft Conformity Analysis
Friday, July 5, 2006	Close of Public Comment Period
Wed., July 12, 2006	PAC Review of Draft 2007 TIP and Draft Conformity Analysis and referral to Commission For Approval
Wed., July 26, 2006	Final 2007 TIP and Final Air Quality Conformity Analysis approved by the Commission
Tues. Aug. 26, 2006	2007 TIP Submitted to Caltrans
Mon., October 2, 2006	Final 2007 TIP and Final Conformity Analysis - Approved by FHWA and FTA



DATE: February 23, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Highway Projects Status Report:  
1.) I-80/I-680/SR 12 Interchange  
2.) North Connector  
3.) I-80 HOV Project: Red Top Road to Air Base Parkway  
4.) Jepson Parkway  
5.) Highway 37  
6.) Highway 12 (Jameson Canyon)  
7.) I-80 SHOPP Rehabilitation Project  
8.) SHOPP Projects  
9.) SR 113 (Downtown Dixon)  
10.) Caltrans Storm Damage Projects

**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The State FY 2005-06 budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the state.

**Discussion:**

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

**1.) I-80/I-680/SR 12 Interchange**

The Project Approval and Environmental Document (PA/ED) is funded with \$8.1 million from the TCRP. The new traffic model is currently being used to determine the future traffic demand that needs to be addressed by the project. Concurrently, project alternatives are being identified that will accommodate these traffic projections. The current schedule anticipates completion of the PA/ED phase of this project to be in the Fall of 2009.

**2.) North Connector**

This project includes roadway improvements that would reduce congestion and improve mobility for local residents north of the I-80 between Highway 12 west and Highway 12 East at Abernathy. The PA/ED is funded with \$2.7 million from the

TCRP. The project draft Initial Study /Environmental Assessment (IS/EA) as well as the Draft Project Report has been circulated internally to project sponsors and to Caltrans. Comments have been received and are being incorporated into the report. The anticipated circulation of the Draft IS/EA is in the Fall of this year and the Final IS/EA is scheduled to be approved First Quarter 2007. In addition, STA is moving forward with selecting and retaining a consultant team to prepare detailed preliminary engineering for the East Segment and West Portion of Central Segment (Suisun Valley Rd Intersection and West) of the North Connector Project. The City of Fairfield is the lead agency for implementing the Central Section of the North Connector (Suisun Valley Rd to Suisun Valley Creek) and design is underway.

**3.) I-80 HOV Project: Red Top Road to Air Base Parkway**

This project includes an additional lane in each direction on Interstate 80 (I-80) for HOV use between the I-80/Red Top Road Interchange east to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on ramps in order to provide standard on ramp geometry. Draft environmental technical studies are currently being prepared with planned submittal to Caltrans for review in March 2006. In addition, field surveys are underway and geometric drawings are currently being prepared with planned submittal to Caltrans for review in March 2006. The circulation for the Draft Environmental Document is currently planned for late Summer or Fall 2006 with the Final Environmental Document scheduled to be approved First Quarter of 2007.

**4.) Jepson Parkway**

The Administrative Draft EIS/R is being preparation with 6 of the 21 technical chapters complete. All of the 14 technical reports have been updated to reflect the modified alignment of the Walters Road Extension for Alternative B. All of the technical studies are being reviewed by Caltrans. The Historic Properties Survey Report is being forwarded to the State Historic Preservation Office (SHPO) for review. The Wetlands Delineation Report is ready for submittal to the Corps of Engineers for review. Key upcoming dates on the project milestone schedule are:

- Administrative Draft EIS/R v.1 – March, 2006
- Completion of Technical Reports – April, 2006
- Public Release of Draft EIS/R – August, 2006

**5.) Highway 37**

Phase 2 and Phase 3 have been completed. Phase 2 provides four lanes from the Napa River Bridge to SR 29. Phase 3 constructs the SR 37/29 interchange. Caltrans is completing the design on the mitigation planting project. The project will provide for planting and public access at the White Slough, Chabot Creek and Austin Creek. By letter dated February 3, 2006, Caltrans is indicating a cost increase in this project from an estimated capital cost of \$441, 000 to \$551,000. The cost increases are associated with increased material and labor prices, unanticipated cost to truck water to remote areas of project and additional requirements form Bay Area Conservation and Development Commission (BCDC).

**6.) Highway 12 (Jameson Canyon and 12/29 Interchange)**

Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC. As of mid December 2005, Caltrans had expended \$3,476,600 of the allocated \$4.1M TCRP funds. Based on a Fact Sheet submitted by Caltrans, they are anticipating completing the PA/ED in mid 2007 for an estimated cost of \$6.8M. The STA and Napa County Transportation Planning Agency (NCTPA) met in January 2006 to confirm the plan to move forward with a joint Cooperative Agreement with Caltrans for this project prior to any further allocation of TRCP funds.

**7.) I-80 SHOPP Rehabilitation Project (SR 12 to Leisure Town OC)**

Caltrans District 4 local office is pursuing approval of advancing portions of the I-80 \$42 million SHOPP project. The proposal involves replacing 1,400 concrete slabs under a limited bid emergency contract for an estimated cost of \$14 million. The work would still be funded from the SHOPP.

**8.) SHOPP Projects**

Caltrans has multiple State Highway Operations and Protection Program (SHOPP) projects in various stages on completion.

- SR 12 (See Attachment A)

Near Fairfield and Suisun City – Median barrier installation, expected to be completed in Fall 2006.

In Solano Co., Fairfield, and Suisun City (West of Chadbourn Rd to 1KM Wet of Union Creek Bridge) Rehabilitate Roadway - \$6.5M, Advertise construction contract April 2006.

Near Suisun City (East of Scandia Rd to Denverton OH) Rehabilitate Roadway - \$8M, Begin construction Spring 2008.

Near Suisun City (Denverton OH to Currie Rd) Rehabilitate Roadway - \$23M, Begin construction Spring 2008.

In Fairfield near Red Top Rd – Construct truck climbing lane (Phase I), \$7M, Begin construction Spring 2007.

- I-80

Red Top Phase II – Awarded to Drill Tech for \$6.5M, Begin Spring 2006.

Near Vallejo (American Canyon Rd to Green Valley Creek) Rehabilitate Roadway - \$21M, Begin construction Spring 2007.

In Vallejo (Tennessee St to American Canyon Rd) Rehabilitate Roadway - \$25M, Begin construction Spring 2007.

- I-680  
In Solano County (Near Benicia and Fairfield from the Benicia Br. to I80/I-680 Interchange) Widen Shoulders - \$9.5M, Begin construction Spring 2006.
- I-505  
In Solano County (Near Vacaville from I-505/I-80 to Yolo County Line) AC Surfacing and PCC Slab Replacement - \$19M, Advertise construction contract July 2006.

**9.) SR 113 (Downtown Dixon)**

The \$2.7M reconstruction of SR 113 in Downtown Dixon project was awarded to Ghilotti Brothers Construction. It is scheduled to begin construction after the May Fair. The work will last through the Fall 2007 requiring periods of complete closure of SR 113 for the major reconstruction activities. Detours will be available and truck traffic through Dixon will be limited. A pre-meeting was held on February 9, 2006 with the City of Dixon, Caltrans and STA to insure the actual contract provisions are consistent with the City's needs and to open lines of communication for the construction activities.

**10.) Caltrans 2005 Storm Damage Projects**

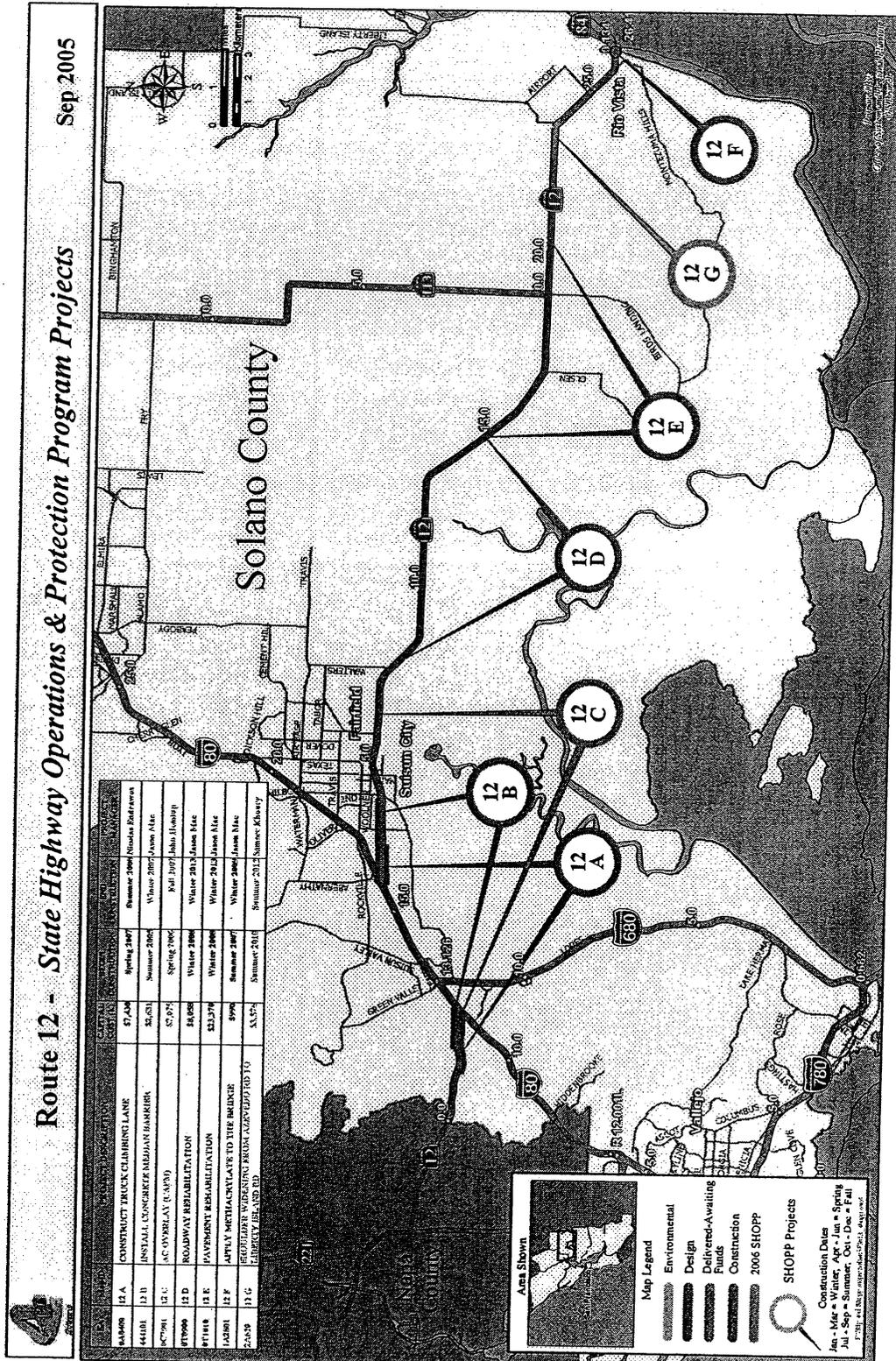
Due to the 2005 New Years Eve Storm, Caltrans has identified 29 storm damage sites in Solano County on the State Highway system. On January 3, 2006, the State declared the county a State of Emergency. Of the 29 sites, 8 are considered cleared, 2 have emergency contracts still in construction, 17 are undergoing a needs assessment or the work has not yet started, and 2 involved interrupted service to ferries. Attachment B provides an overview of this work by Caltrans.

**Recommendation:**

Informational.

Attachments:

- A. Caltrans SR 12 Solano SHOPP
- B. Caltrans 2005 Storm Damage Status Document



Co	Route	BPM	EPM	Location	EA	Repairs By	Description	Repair Strategy	Status
Sol	12	1.2	1.3			TBD	slide and failing culvert	TBD	need to assess damage
Sol	12	19.6				TBD	failed culvert	TBD	need to assess damage
Sol	12	20.7				TBD	failed culvert	TBD	need to assess damage
Sol	12	21.6				TBD	failed culvert	TBD	need to assess damage
Sol	12	21.8				TBD	failed culvert	TBD	need to assess damage
Sol	12	22.1				TBD	failed culvert	TBD	need to assess damage
Sol	12	22.5				TBD	failed culvert	TBD	need to assess damage
Sol	12	23.3				TBD	failed culvert and sinkhole	TBD	need to assess damage
Sol	12	25.0		at Rio Vista		Field Maintenance	minor slides	cleanup	clear
Sol	37	6.7		at Guadalupe Canal Viewing Area		Contract	levee damage	backfill voids	project to be initiated
Sol	80	2.4		at Chadbourne Road		TBD	slipouts at offramps	TBD	need to assess damage
Sol	80	3.6		In Vallejo		Field Maintenance	tree from right of way fell onto house	remove tree	clear (potential claim situation)
Sol	80	8.8	10.5	at Red Top Road	2S8203	Force Account	slope settlement with pavement damage across all lanes	repair, repair groundwater pumps	start construction
Sol	80	9.7		at Lynch road	2S8203	Force Account	slide	RSP	start construction
Sol	80	18.0	19.0	Travis to Waterman		Field Maintenance	flooding	traffic control, cleanup	clear
Sol	80	19.5				TBD	flooding	traffic control	clear
Sol	80	23.2	24.7	at Cherry Glen		Field Maintenance	flooding, shoulder damage	traffic control, cleanup	clear
Sol	80	24.5				Contract	slipout	rebuild slope, reconstruct pavement, new drainage	project to be initiated
Sol	80	27.0				TBD	slipout	TBD	need to assess damage
Sol	84	3.0				TBD	cracks in pavement and levee	TBD	need to assess damage
Sol	84	12.1		Miner Slough Ferry		n/a	unable to operate ferry due to high water	no damage to ferry	back in operation as of 1/8/06
Sol	84	25.0		at Rio Vista		Field Maintenance	flooding	traffic control, cleanup	clear, may need follow-up inspection of nearby trees
Sol	220	3.1		Steamboat Ferry		n/a	unable to operate ferry due to high water	no damage to ferry	back in operation as of 1/8/06
Sol	505	0.1		at Orange Drive		TBD	slipouts on northbound ramp	TBD	need to assess damage
Sol	505	0.2				TBD	washout	TBD	need to assess damage
Sol	505	3.0	10.6	from Midway to Route 128		Field Maintenance	flooding	traffic control, cleanup	clear
Sol	680	7.4				Field Maintenance	plugged culvert	clean culvert	clear
Sol	680	10.1		at Gold Hill		TBD	flooding	TBD	need to assess damage
Sol	780	0.6		west of Benecia Bridge Toll Plaza		TBD	slide	TBD	need to assess damage

Color Code

Proceeding under Director's Order

Need to assess damage or not yet cleared

Clear

Ferries



DATE: March 1, 2006  
 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>
Solano Bicycle and Pedestrian Program (SBPP)	Robert Guerrero, STA (707) 424-6014	<b>March 9, 2006</b>
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	<b>March 17, 2006</b>
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	<b>Due to STA April 13, 2006</b>
Transportation for Clean Air (TFCA), 60% Regional Funds	Karen Chi, BAAQMD (415) 749-5121	<b>Workshop May 2006 Due June 2006</b>



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*FUNDING OPPORTUNITY:*

**Solano Bicycle and Pedestrian Program (SBPP)**

Due March 9, 2006

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Bicycle and Pedestrian Program (SBPP) 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:** Groups who are responsible for the construction and maintenance of bicycle and pedestrian facilities are eligible. They are also subject to the requirements of TDA Article 3 funding, Countywide Bicycle and Pedestrian Program, and possibly Air District programs such as Transportation for Clean Air funds.

**Program Description:** SBPP funds are intended to implement mainly priority bicycle and pedestrian projects found in the Solano Countywide Bicycle and Pedestrian Plans.

**Funding Available:** Funding available to this program will be subject to an adopted Alternative Modes Funding Strategy currently in development.

**Eligible Projects:** Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.

**Further Details:** SBPP Website (online application materials):  
<http://www.solanolinks.com/programs.html#sbpp>

**SBPP Schedule:**

- Project Sponsor SBPP Application Workshop  
February 22, 2006 (after the TAC meeting).
- Joint BAC/PAC Funding Recommendation Meeting  
May 11, 2006
- TAC makes an SBPP Funding Recommendation to STA Board  
May 31, 2006
- STA Board makes a SBPP Funding Decision  
June 14, 2006

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

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**FUNDING OPPORTUNITY:**

**2005-06 YSAQMD Clean Air Funds (CAF) Program**

Call for Projects, January 2006

Due March 17, 2006

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the 2005-06 YSAQMD Clean Air Funds 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 Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.

Funding Available: Approximately \$290,000 is historically available for Solano County projects.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone, YSAQMD (530) 757-3653

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

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*FUNDING OPPORTUNITY:*

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

Due to STA April 13, 2006

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) 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 are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: \$320,000 is available in FY 2005-06.

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

Further Details: [http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/cpm\\_fund.asp](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp)

Program Contact Person: Robert Guerrero, Associate Planner, 707.424.6014

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*FUNDING OPPORTUNITY:*

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

Due to STA April 13, 2006

TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) 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 are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

**Program Description:** The Regional Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

**Funding Available:** \$10 million is available in FY 2005-06. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million.

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

**Further Details:** [http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/)

Program Contact Person:	Heavy-duty Vehicles (including repowers & retrofits) New Bus Purchases	Joseph Steinberger	<a href="mailto:jsteinberger@baaqmd.gov">jsteinberger@baaqmd.gov</a>
	Bicycle Facility Improvements	Alison Kirk	<a href="mailto:akirk@baaqmd.gov">akirk@baaqmd.gov</a>
	Shuttles & Feeder Bus Services, Rideshare Programs, Rail-Bus Integration, Regional Transit Information	Andrea Gordon	<a href="mailto:agordon@baaqmd.gov">agordon@baaqmd.gov</a>
	Arterial Management Projects, Smart Growth Projects, Demonstration of Congestion Pricing or Telecommuting	Karen Chi	<a href="mailto:kchi@baaqmd.gov">kchi@baaqmd.gov</a>

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