



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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MEETING NOTICE

Wednesday, September 13, 2006

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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

**6:00 P.M. Regular Meeting
6:30 P.M. Board Workshop**

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

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

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)	Chair Augustine
II. PLEDGE OF ALLEGIANCE	
III. APPROVAL OF AGENDA	
IV. OPPORTUNITY FOR PUBLIC COMMENT (6:00 – 6:05 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.

<u>2006 STA BOARD MEMBERS</u>							
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
<u>2006 STA BOARD ALTERNATES</u>							
Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez

- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
Pg. 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:05 – 6:10 p.m.)
- A. **Caltrans Report** Doanh Nguyen, Caltrans
- B. **MTC Report**
- C. **STA Report**
- VII. **CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:10 – 6:15 p.m.)
- A. **STA Board Minutes of July 12, 2006** Johanna Masiclat
Recommendation:
Approve minutes of July 12, 2006.
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- B. **Review Draft TAC Minutes of August 30, 2006** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 23
- C. **STA Board Meeting Schedule for Calendar Year
2006 and 2007** Johanna Masiclat
Recommendation:
Informational.
Pg. 31
- D. **Funding Opportunities Summary** Sam Shelton
Informational
Pg. 35
- E. **STA Board Stipend Revision** Susan Furtado
Recommendation:
*Amend existing policy to allow each Board Alternate to
receive the stipend at the same rate as the STA Board
Members for the same eligible STA Board established
meetings.*
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- F. Consulting Services to Support the City Council Coordinating Council's Effort to Monitor and Provide Input on Association of Bay Area Governments (ABAG)/ Metropolitan Transportation Commission (MTC) Regional Projects** Dan Christians
- Recommendation:*
Authorize the Executive Director to provide \$20,000 of FY 2006-07 Transportation for Livable Communities (TLC) Program funds to provide consultant services to support the City County Coordinating Council representatives monitor and provide input on ABAG/MTC regional projects.
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- G. STA's Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Work Program and FY 2005-06 Annual Report** Elizabeth Richards
- Recommendation:*
Approve SNCI's FY 2006-07 Work Program for Solano County.
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- H. Funding Agreement Between the Solano Transportation Authority (STA), the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)** Janet Adams
- Recommendation:*
Approve the following:
- 1. Authorize the Executive Director to execute a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for \$1,200,000 for the I-80 HOV Lane/Turner Overcrossing PSR.*
 - 2. The allocation of \$80,000 State Transit Assistance Funds (STAF) for the STA's 1/3 share of the required local match.*
- Pg. 67**
- I. Preliminary Engineering Priorities for Caltrans Oversight** Janet Adams
- Recommendation:*
Adopt the two-year plan for Caltrans oversight as specified in Attachment A for Solano County.
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- J. Update of Fiscal Year (FY) 2006-07 Intercity Transit Funding Agreement / Route 90** Elizabeth Richards
Recommendation:
Approve the following:
- 1. Authorize the STA to assume responsibility for management of Route 90.*
 - 2. Authorize the Executive Director to enter into an agreement with Fairfield/Suisun Transit concerning the operation of Route 90.*
 - 3. Authorize staff to establish a new marketing identity for Solano County's intercity transit services called "SolanoExpress".*
- Pg. 83**
- K. Safe Routes to School (SR2S) Phase 2 Public Input Process and Materials** Sam Shelton
Recommendation:
Adopt the Safe Routes to School (SR2S) Phase 2 Public Input Process and Public Meeting Materials provided that the public input process will remain flexible to the needs of each community.
- Pg. 87**
- L. STA Board's Advisory Committee Letter Writing Policy** Chuck Lamoree
Recommendation:
Approve the following:
- 1. Reconfirm the Solano Transportation Authority (STA) Board's advisory committee letter writing policy.*
 - 2. Revise the Technical Advisory Committee (TAC), SolanoLinks Transit Consortium (Consortium), Solano Bicycle Advisory Committee (BAC), Solano Pedestrian Advisory Committee (PAC), and Solano Paratransit Coordinating Council (PCC) Bylaws to include the STA Board's advisory committee letter writing policy and to include that policy in any new advisory committees established in the future.*
- Pg. 97**
- M. 2006 State Highway Operations and Protection Program (SHOPP) Update and 2007 Ten Year SHOPP** Janet Adams
Informational
Pg. 99
- N. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement** Elizabeth Richards
Informational
Pg. 107

- O. **Emergency Ride Home (ERH) Program Update** Elizabeth Richards
Informational
Pg. 109
- P. **Pedestrian Advisory Committee Priority Pedestrian Projects** Robert Guerrero
Informational
Pg. 113
- Q. **Solano Bicycle and Pedestrian Program (SBPP) Fiscal Year (FY) 2007-08 and FY 2008-09 Funding Recommendations and SBPP Process Review** Sam Shelton
Informational
Pg. 123
- R. **Local Projects Inactive Obligations Review** Sam Shelton
Informational
Pg. 127
- S. **Legislative Update – September 2006** Jayne Bauer
Informational
Pg. 135
- T. **Summary of Response to Solano County Grand Jury** Chuck Lamoree
Informational
Pg. 161
- U. **Jepson Parkway Project Management Contract** Janet Adams
Recommendation:
Authorize the Executive Director to enter into a consultant contract with Susan Chang for project management services for the Jepson Parkway for an amount not to exceed \$25,000.
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VIII. ACTION ITEMS – FINANCIAL AND NON-FINANCIAL

- A. **State Transit Assistance Funds (STAF) Proposed Funding Amendment #2 for Fiscal Year (FY) 2006-07** Elizabeth Richards
Recommendation:
Approve the following:
 1. *The amended FY 2006-07 STAF project list; and*
 2. *The amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds as show in attachments.***(6:15 – 6:25 p.m.)**
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IX. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

- A. The Future of Solano County Highway Corridors** Janet Adams
1. Funding Overview
2. Priority Projects with Funding Shortfall

Discussion

(6:25 – 6:55 p.m.)

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- B. Solano Transportation Authority (STA) Funding Policy** Janet Adams
for Reliever Routes and Regionally Significant
Interchanges

Discussion

(6:55 – 7:20 p.m.)

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X. BOARD MEMBERS COMMENTS

XI. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, October 11, 2006, 6:00 p.m., Suisun City Hall Council Chambers.



MEMORANDUM

DATE: September 5, 2006
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 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 to Continue to Discuss Five Year Funding Priorities *

In July, the STA Board focused on the first two of a series of six workshop topics, the Future of Highways and Future Funding Priorities. Staff provided an overview of the current federal, state and regional transportation funds expected to be available to Solano County in the near future (2006-2010) to fund the STA's priority projects and the transportation programs and projects that will have a funding shortfall during that same timeframe. The Future of Highways topic focused on the status and implementation policies pertaining to priority projects such as; the I-80/I-680/SR 12 Interchange, SR 12 Jameson Canyon, the I-80 High Occupancy Lane project, the North Connector, the Jepson Parkway, and others. At the July meeting, the STA Board requested staff examine the current list of priority projects and their estimated funding shortfalls and return with a list of more locally focused projects that could potentially be funded and delivered within the limits of the projected funds expected to be available. At this meeting, both topics will be agendized for more discussion by the STA Board.

STA to Consider Assuming Responsibility for Managing Intercity Route 90*

The past couple of months, staff has worked with Solano County's transit operators to complete the development of an intercity funding agreement for all nine intercity transit routes and to market new streamlined and modified intercity transit service throughout Solano. Concurrently, STA staff facilitated negotiations between Vallejo Transit (VT) and Fairfield Suisun Transit (FST) pertaining to the allocation of Regional Measure 2 (RM 2) transit operating funds for Fiscal Year (FY) 2006-07 and FY 2007-08 and transfer of the operation of Route 90 from VT to FST. Both entities have agreed to an allocation of the RM 2 funds and the transfer of the service with the request that the STA assume the responsibility for managing Route 90, similar to the arrangement for Route 30. The STA Board would be responsible for setting fare changes, modifications to the schedule and developing the funding plan for the continuation of the Route 90 service.

STA would contract with FST to operate the Route 90 service, which is similar to the arrangement for Route 30.

California Transportation Commission and Caltrans Plans for Implementation of State Bonds for Transportation

Optimistically, staff from the California Transportation Commission (CTC) and California Department of Transportation (Caltrans) have been meeting frequently with transportation agencies throughout California in the development of criteria for the Corridor Mobility category outlined in Proposition 1B. The enabling legislation outlines an ambitious implementation and allocation schedule for \$4 billion set aside for this \$4.5 category. As defined by this legislation, the Corridor Mobility category is the best opportunity for Solano County to obtain some Infrastructure Bond funds for priority projects such as the I-80/I-680 Interchange, I-80 High Occupancy Lane project, and widening of SR 12 Jameson Canyon. Two of the other large categories, Trade Corridors (\$2 billion) and Local Partnership (\$1 billion), have a local match-funding requirement and Solano County is at a competitive disadvantage versus other counties without a dedicated local fund source.

Caltrans Commits to STA for Accelerated Schedule for SR 12 East SHOPP Safety Projects Repaving

In June, STA forwarded a letter from STA Chair Len Augustine to Caltrans requesting a status and updated project schedule for the SR 12 east safety projects located between Suisun City and Rio Vista. The State Highway Operation Protection Program (SHOPP) funds programmed for this project were moved back two years when the California Transportation Commission (CTC) adopted the SHOPP in April 2006. Last week, staff met with Caltrans District 4 Director Bijan Sartipi and thanks to the support of the STA Board and a recent communication from Assembly Member Lois Wolk, Caltrans has committed to accelerating the schedule for certain safety phases of the SR 12 East projects. At the meeting, Caltrans Project Manager Doanh Nguyen will report back to the STA Board on the improved schedule for the completion of this critical safety project.

AB 2538 (Wolk) Awaits Governor's Signature Following Approval by Senate

This year, the STA has been working with Assembly Member Lois Wolk to provide the STA and California's transportation agencies with the flexibility to program up to 5% of their county share of State Transportation Improvement Program (STIP) for project delivery activities such as project study reports and corridor studies. Last month, the State Senate joined the State Assembly in voting to pass AB 2538 (Wolk). The STA is continuing to co-sponsor this critical project development legislation in partnership with the Contra Costa Transportation Authority (CCTA) and other Bay Area Congestion Management Agencies. The final stop for this bill is the Governor's desk for signature.

STA's Response to Grand Jury Report Generates Media Coverage*

On July 31, 2006, the STA officially responded via letter from STA Legal Counsel to a report released by the Solano County Grand Jury on the Solano Transportation Authority (STA)/Solano Transportation Improvement Authority (STIA). The letter responds to the alleged findings identified in the report, corrects the report's numerous inaccuracies, and calls into the question the timing of the release report less than one week prior to the June 2006 election and the vote on Measure H, the proposed half cent sales tax for traffic relief and safety improvements in Solano County. In an effort to be responsive to any constructive suggestions, staff has developed a poster board containing transportation acronyms that will be displayed at future board meetings. This list is similar to the acronym's list also contained in each STA Board agenda

STA's 9th Annual Awards Program to Be Held at Historic Nut Tree

The historic Nut Tree in Vacaville has been selected as the site for the STA's 9th Annual Awards Program on November 8, 2006. The theme of the event is "Planes, Trains and Automobiles – Solano in Motion."

STA Staff Update

In August, Anna McLaughlin, Program Analyst for the SNCI Program, left her position with the STA. She and her fiancé Craig have moved to Washington D.C. She did a wonderful job the past three years managing a number of successful SNCI programs. On October 1st, a new Planning Assistant, Kimani Birden, will be joining the STA. Kimani was recently employed by Contra Costa County and he will be supervised by Robert Guerrero as part of the Strategic Planning Department, filling the vacancy created when Sam Shelton was promoted to Assistant Project Manager.

Attachment:

- A. STA Acronyms List of Transportation Terms

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Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
E		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
L		TDI	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 st Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
M		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
N		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W, Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
O		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

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DATE: September 1, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board to approve the following attached consent items:

- A. STA Board Minutes of July 12, 2006
- B. Review Draft TAC Minutes of August 30, 2006
- C. STA Board Meeting Schedule for Calendar Year 2006 and 2007
- D. Funding Opportunities Summary
- E. STA Board Stipend Revision
- F. Consulting Services to Support the City Council Coordinating Council's Efforts to Monitor and Provide Input on Association of Bay Area Governments (ABAG)/ Metropolitan Transportation Commission (MTC) Regional Projects
- G. Solano Napa Commuter Information (SNCI) Program FY 2006-07 Work Program and FY 2005-06 Annual Report
- H. Funding Agreement Between the Solano Transportation Authority (STA), the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)
- I. Preliminary Engineering Priorities for Caltrans Oversight
- J. Update of Fiscal Year (FY) 2006-07 Intercity Transit Funding Agreement
- K. Safe Routes to School (SR2S) Phase 2 Public Input Process and Materials
- L. STA Board's Advisory Committee Letter Writing Policy
- M. 2006 State Highway Operations and Protection Program (SHOPP) Update and 2007 Ten Year SHOPP
- N. Update of Fiscal Year (FY) 2006-07 Intercity Transit Funding (ITF) Route 90
- O. Emergency Ride Home (ERH) Program Update
- P. Pedestrian Advisory Committee Priority Pedestrian Projects
- Q. Solano Bicycle and Pedestrian Program (SBPP) FY 2007-08 and FY 2008-09 Funding Recommendations and SBPP Process Review
- R. Local Projects Inactive Obligations Review
- S. Legislative Update – September 2006
- T. Summary of Response to Grand Jury
- U. Jepson Parkway Project Management Contract

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
July 12, 2006

CLOSED SESSION:

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that the annual evaluation process for the Executive Director has been completed. He stated that an addendum to discuss this matter has been provided with a request to approve the contract amendment, as specified in the staff report, which will be discussed under Agenda Item VI.1.

I. CALL TO ORDER

Chair Augustine called the regular meeting to order at 5:25 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	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 Spering	City of Suisun City
	John Silva	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Dan Christians	Assist. Executive Director/ 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
	Sam Shelton	Assistant Project Manager

**ALSO
PRESENT:**

Alan Schwartzman	Vice Mayor, City of Benicia and Alternate Member, STA Board
Gil Vega	Vice Mayor, City of Dixon and Alternate Member, STA Board
Jack Batson	Vice Mayor, City of Fairfield and Alternate Member, STA Board
Mike Segala	Councilmember, City of Suisun City and Alternate Member, STA Board
Jennifer Barton	Office of Congress Member Ellen Tauscher
Ricardo Blanco	Office of Congress Member Ellen Tauscher
Dawn LaBar	Office of Assemblymember Lois Wolk
Dan Schiada	City of Benicia
Gene Cortright	City of Fairfield
Mike Duncan	City of Fairfield
Chris Bailey	City of Vacaville
Gary Leach	City of Vallejo
Birgitta Corsello	County of Solano
Leo Flores	County of Solano
Bud Ross	Solano County Taxpayers for Traffic Relief
Josh Shaw	Shaw/Yoder, Inc.
Barry Eberling	The Daily Republic
Erin Pursell	The Vacaville Reporter
George Guywn, Jr.	Resident, City of Suisun

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Vice Chair Intintoli, and a second by Member Messina, the STA Board approved the agenda with the following amendments:

Revised: Agenda Item VIII.D, Priority Projects for Proposed State Bond Categories
Addendum: Agenda Item VI.1, Executive Director Evaluation and Compensation

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Guywn, Jr. provided comments pertaining to the failure of Measure H.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Workshop to Focus on Future of Highways and Future Funding Priorities
- Public Hearing Set for Proposed Service Changes and Fare Increases for Route 30 and Solano Paratransit
- Adopted State Budget is Good News for Transportation
- Caltrans Commits to STA for Accelerated Schedule for I-80 Repaving, Still Waiting to Hear About SR 12 East Safety Projects
- State Senate Transportation Committee Approves PPM Legislation (AB 2538)
- McPeak and Mineta to Depart Transportation Posts

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

None reported.

B. MTC Report:

None reported.

C. STA Report:

1. State Budget Update and State Infrastructure Bond

Josh Shaw, Shaw/Yoder, Inc. briefed the STA Board regarding the State Bond (Proposition 1B) and provided a summary of the transportation funding programs signed into law by Governor Schwarzenegger.

VI.1 Addendum - Proposed Compensation Changes for Executive Director

Chair Augustine reviewed the completed evaluation process and the proposed compensation changes for Daryl Halls, Executive Director. He stated that the STA Board recommended that he receive a 3.5% salary adjustment and the 2.0% Cost of Living Adjustment (COLA) granted to all other employees through the recently approved budget.

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

VII. CONSENT CALENDAR

On a motion by Vice Chair Intintoli, and a second by Member Messina, the consent items A through R were unanimously approved with the exception of Item G., Countywide Transit Ridership and Financial Assessment, which was pulled for discussion.

A. STA Board Minutes of June 14, 2006

Recommendation:

Approve minutes of June 14, 2006.

- B. Review Draft TAC Minutes of June 28, 2006**
Recommendation:
 Receive and file.
- C. Updated STA Board Meeting Schedule for Calendar Year 2006**
Recommendation:
 Informational.
- D. Extension of Administrative Services with the City of Vacaville**
Recommendation:
 To authorize the Executive Director to renew the administrative services contract with the City of Vacaville to a three-year contract beginning FY 2006-07 through FY 2008-09.
- E. Approval of Updated STA Human Resources Handbook**
Recommendation:
 Approve the updated STA Human Resources Handbook.
- F. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 3 Program**
Recommendation:
 Approve STA's FY 2006-07 TDA Article 3 Resolution No. 2006-02.
- G. This item was pulled for discussion - Countywide Transit Ridership and Financial Assessment**
- H. Solano Paratransit Funding Agreement Amendments**
Recommendation:
 Authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
- I. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County**
Recommendation:
 Approve the final TDA Article 4/8 Matrix for FY 2006-07.
- J. Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds**
Recommendation:
 Approve the attached Resolution No. 2006-03 approving the revised funding amounts for FY 2006-07 TFCA Program Manager Funds including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for Solano Napa Commuter Information Program's Ridesharing Activities.

K. 2006 Lifeline Transportation Funding Program

Recommendation:

Approve the following:

1. The 2006 Solano Lifeline Project Funding Plan as specified in Attachment B;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to Metropolitan Transportation Commission (MTC).

L. State Route (SR) 113 Major Investment and Corridor Study

Recommendation:

Authorize the Executive Director to:

1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.
2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.
3. Dedicate \$20,833 as local match for the study in FY 2006-07.
4. Approve the attached preliminary scope of work for the SR 113 Major Investment and Corridor Study.
5. Issue a Request for Proposals (RFPs) for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.

M. North Connector Transportation for Livable Communities (TLC) Concept Plan

Recommendation:

Authorize the Executive Director to issue a Request for Proposal to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC Program funds.

N. Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee Appointments and Goals

Recommendation:

Approve the following:

1. Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;
2. Appoint Jim Antone as the Air Quality representative and Robin Cox, as the public health representative to the Safe Routes to School (SR2S) Steering Committee.

O. Safe Routes to Schools (SR2S) Study: Amendment to SR2S Consultant Services Agreement

Recommendation:

Authorize the Executive Director to approve Contract Amendment No. 1 with Alta Planning + Design for consultant services related to the STA's Safe Routes to School (SR2S) Study at a cost not to exceed \$122,300.

P. Consultant Selection and Contract Approval of Engineering Services for the Project Study Report (PSR) on the I-80 HOV Lanes/Turner Pkwy Overcrossing Project

Recommendation:

Authorize the Executive Director for the following:

- A. Enter into an agreement to provide engineering services for the Project Study Report for the I-80/Turner Pkwy Project for an amount not to exceed \$1,200,000 for a contract term through July 31, 2008.
- B. Enter into a funding agreement between Solano County and the City of Vallejo to provide the STA as the lead agency for the Project Study Report and for Solano County, in conjunction with the City of Vallejo to be responsible for the 20% local match on the federal funds.

Q. Consultant Selection and Contract Approval of Engineering Services for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR)

Recommendation:

Authorize the Executive Director for the following:

- A. Enter into an agreement to provide engineering services for the Project Study Report for the SR 12/Church Road Improvements for an amount not to exceed \$130,000 for a contract term through August 31, 2007.
- B. Enter into an agreement to provide engineering services for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study for an amount not to exceed \$375,000 for a period of time through July 31, 2008.

R. Funding Opportunities Summary

Recommendation:

Informational.

This item was pulled for discussion:

G. Countywide Transit Ridership and Financial Assessment

Mike Segala, City of Suisun City, stated his concerns regarding the timing of the Countywide Transit Finance Assessment Study. He requested that the STA Board consider delaying the assessment study for three (3) months. He stated that a quality assessment for the study would be performed better after the fare and services changes have already been implemented.

Elizabeth Richards responded that the target timeframe to collect the ridership data is late October/early November of 2006, and the collection of the data will provide time for ridership to settle after several fare and service changes throughout the county are implemented while allowing time to compile the data early enough in FY 2007-08 so that there is time to use it in the development of a new intercity transit route cost-sharing methodology.

Daryl Halls explained that if staff waits until March of 2007, this would not allow enough time to implement any changes for FY 2007-08 that may potentially occur in the intercity transit funding agreement effort.

Board Comment:

Member Courville stated her support for moving forward with the assessment study in order to avoid significant impact to any another future changes.

Elizabeth Richards responded that the Intercity Working Group is working on a comprehensive marketing campaign to make the changes easier for the public to understand.

Recommendation:

1. Release a Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not to exceed \$100,000.
2. Release a Request for Proposals for a Countywide Transit Finance Assessment Study and execute a contract with a consultant for a Countywide Transit Finance Assessment Study not to exceed \$60,000.

On a motion by Member Price, and a second by Vice Chair Intintoli, the STA Board unanimously approved the recommendation.

VIII. ACTION ITEMS: FINANCIAL

**A. Public Hearing for Proposed Fare Increases:
Route (Rt.) 30 and Solano Paratransit**

Elizabeth Richards outlined the implementation and the new fare structure of the proposed fare increases for Fairfield-Suisun Transit's Route 30 and Solano Paratransit. She stated the proposed fares are being included in a series of public meetings held throughout Fairfield and Suisun City in late June and early July.

Elizabeth Richards specified that the proposed fare increases have been reviewed by the STA Board's Transit Subcommittee as well as the Technical Advisory Committee (TAC) and Consortium which have all concluded that the recommended fare adjustments be considered on a more consistent basis, perhaps every two years, to avoid large increases in fares.

Open Public Hearing: 5:57 p.m.

Public Hearing Comments:

George Guywn, Jr., Suisun City resident, addressed his support for the fare increase because he feels that this would be a good way for the transit services to begin to break even.

Closed Public Hearing: 6:00 p.m.

Board Comments:

Members Courville and Spring expressed their full support of the fare increase for Route 30 and Solano Paratransit.

Recommendation:

The STA Board consider any input received at the July 12, 2006 public hearing and then approve the following:

- A. New fare structure for Rt. 30 as shown on Attachment A and effective October 1, 2006.
- B. New fare structure for Solano Paratransit as shown on Attachment B and effective October 1, 2006.

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

B. Legislative Update – June 2006 – Continued Item

Jayne Bauer requested reconsideration of support in endorsing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1266 (Perata) – Proposition 1B) which represents the transportation and air quality component of the infrastructure bond package of \$19.925 billion in new funds and the constitutional amendment, Proposition 42 Protection (SCA 7 (Torlakson) – Proposition 1A) which will be placed on the November 2006 Ballot to protect Proposition 42 ensuring billions of dollars in transportation capital funds into the future.

Board Comments:

None presented.

Public Comments:

Mike Segala, City of Suisun City, encouraged the STA Board to endorse Proposition 1A.

Recommendation:

Support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:

- SB 1266 (Proposition 1B)
- SCA 7 (Proposition 1A)

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

C. Legislative Update – July 2006

Jayne Bauer summarized the legislative bills being monitored by the STA. She listed them as AB 2444 (Klehs) Congestion Management and Motor Vehicle Environmental Mitigation Fees, SB 1611 (Simitian) Congestion Management Fee, and SCR 123 (Florez) Joint Legislative Committee on High-Speed Trains. She reviewed the matrix that gives a brief description of the bills, which included latest information on their status as well as lists the positions taken by other key agencies.

Board Comments:

None presented.

Public Comments:

Member Courville noted her position to abstain from supporting AB 2444 and SB 1611.

Adopt the following positions on proposed legislation:

- AB 2444 (Klehs) – Support
- SB 1611 (Simitian) – Support
- SCR 123 (Florez) – Watch

On a motion by Member Price, and a second by Member Messina, the STA Board approved the recommendation to support AB 2444 (Klehs). The vote was 5 ayes, 2 noes, and 1 abstention. (Chair Augustine and Member Spring voted no, and Member Courville abstained.)

On a motion by Member Price, and a second by Member Messina, the STA Board approved the recommendation to support SB 1611 (Simitian). The vote was 7 ayes and 1 abstention. (Member Courville abstained.)

On a motion by Member Price, and a second by Member Messina, the STA Board unanimously approved the recommendation to watch SCR 123 (Florez).

D. Revised - Priority Projects for Proposed State Bond Categories

Janet Adams outlined the various funding categories in the proposed bond and highlighted the parameters for each category and potential Solano County projects to be considered. She stated that in order to position Solano County's priority transportation improvements for potential bond funds, staff recommends that the Solano Transportation Authority (STA) develop and submit a list of local priorities to Caltrans District 4, the Metropolitan Transportation Commission (MTC), and the California Transportation Commission (CTC).

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the list of priority projects to be funded through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) *as specified in revised Attachment A.*

On a motion by Member Messina, and a second by Member Silva, the STA Board unanimously approved the recommendation as amended shown above in *italics.*

IX. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

A. STA Review and Update of Project Funding Priorities Following the Failure of Measure H

Daryl Halls provided an overview of the current and anticipated federal, state, and regional transportation funding available for Solano County over the next 5 years (2006-2010).

Board Comments:

Member Spering proposed the consideration of prioritizing intra-county projects. He asked why should Solano County prioritize the I-80/I-680/SR 12 Interchange if it is a state responsibility as suggested by others. He suggested partnering with local jurisdictions by focusing on using limited local resources to deliver local projects with matching funds and come up with a realistic project delivery schedule. He addressed his concerns pertaining to construction cost increasing and noted the need to apply pressure to federal and state legislators to help with delivering projects that are deliverable.

Vice Chair Intintoli asked if there is a list of intra-county projects with identified construction completion dates and shortfalls for these types of projects?

Daryl Halls responded that staff would bring back a list of intra-county projects and will include the information requested.

Chair Augustine said the shortfall is going to get bigger because construction costs are increasing. He stressed that economic vitality of the county will suffer if we do not have the ability to improve our interchanges as a result of not having the money to reconstruct them. This may cause the county to fall behind rapidly.

Member Spering commented that a catastrophic event would have to happen in order for the state and federal government to fix the problem.

Chair Augustine suggested putting the I-80/I-680/SR 12 Interchange on the ballot by itself.

Member Messina suggested shifting dollars to balance both intra and intercity projects by delivering smaller and regional projects that would compliment and help these big projects today.

Member Woodruff agreed with Member Messina.

Alternate Member Schwartzman stated his support for an incremental approach on local project solicitation, have staff come back to the Board, and then prioritize.

Alternate Member Vega stated that local leaders need to apply pressure on congressional and state leaders. He agreed with Member Spering's proposal to reprioritize.

Member Courville also agreed with Member Spring. She suggested starting with a clean slate reprioritizing projects with a local focus to balance in helping the mobility of our cities.

Vice Chair Intintoli noted his opposition to this approach. He stated that we should wait before making policy and priority shifts and to wait to see what the state bond will bring in to Solano County.

Alternate Member Segala said that voters were interested in complexity and wanted to gain control on the expenditure of money and where it is going even if it takes a long time.

Member Messina commented that we should take a look at re-evaluating smaller projects in a strategic standpoint and take a look at the relationships and how they work together effectively.

Member Spring suggested staff look to develop a Solano version of the Regional Transportation Plan (RTP) to have Tier 1 (near-term funded) and Tier 2 (long-term unfunded) and develop a set of criteria. He stated that the intent is not to abandon the interchange rather re-look at how to approach the delivery of projects by developing a Tier 1 and Tier 2.

Alternate Member Vega suggested advocating and motivating congressional leaders by making regional investments for economic expansion.

Chair Augustine noted his concerns about the competition throughout the state to get funding and that the STA should stand firm on the fact that the I-80/I-680/SR 12 Interchange is the number one priority.

Member Silva suggested for staff to put together a countywide list and keep up the lobbying in Washington D.C. for other STA projects and continue getting federal funds.

Chair Augustine noted he would like to know how much money we have programmed for the I-80 overlay.

Daryl Halls responded the state investment for I-80 is \$146 million and the state is focusing on road rehabilitation from Tennessee Street in Vallejo to I-505 in Vacaville.

Member Woodruff requested the Chair to send a letter to the federal government listing the projects that have been approved but are out of our control.

Member Price concurred with Chair Augustine that we need to keep in mind that the #1 problem is the I-80/I-680/SR 12 Interchange and to use the funding to take care of projects that can be delivered in a timely manner. He added that the cosmetic approach will not solve the major problems of the I-80/I-680/SR 12 Interchange.

Alternate Member Vasquez noted his agreement with Members Price and Woodruff. He added that this is a test of character for the STA Board. We need to work together and not just be about who gets more money for local projects.

Alternate Member Batson stated we need to come to a consensus about the I-80/I-680/SR 12 Interchange. He stated that the public perception is that the I-80/I-680/SR 12 Interchange is not “their problem”.

Public Comment:

George Gwyun, Jr., Suisun City resident, stated that he would like to see the I-80/I-680/SR 12 Interchange fixed but indicated, “it is not our problem”.

Chair Augustine responded by addressing his concerns about the continuing cost increase of construction. He stated that we all share the responsibility of keeping our roads safe and by delaying projects we are wasting taxpayers money.

B. The Future of Solano County Highway Corridors

1. **Highway Corridor Operation Policy(s)**
2. **Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges**
3. **Funding and Implementation of Highway Improvements 2006-2010**

Janet Adams provided an overview on the three areas related to the highway corridors as listed above.

Board Comments:

Chair Augustine asked who’s responsibility is the I-80/I-680/SR 12 Interchange and what is Caltrans’ role in the project?

Daryl Halls responded that it is Caltrans’ responsibility and not Solano County’s, but that the STA stepped in to deliver the project faster using its own funding resources.

Member Messina requested clarification of the criteria used to determine regional interchanges and local interchanges for reliever routes and regionally significant interchanges.

Daryl Halls responded that there are lists of projects that meet various criteria and they are included in STA’s approved corridor studies and plans.

Member Silva recommended to continue the discussion at the next Board meeting in September.

Member Spring commented that this subject fits in with the earlier discussion and staff should consider incorporating them together with a focus to discuss the advantages and disadvantages of 50/50 funding match.

Chair Augustine stated that the bottom line is that there are many policy changes that need to be made.

Member Woodruff noted the importance of the concept of interchanges verses intersections. He stated that the Board should look at different solutions for different problems (i.e. How to connect the three segments of the North Connector which is 2/3 funded and 1/3 is unfunded.)

Member Courville requested that staff provide a full description of each projects (i.e. map, location) so that each member of the Board (including Alternate Board Members) can be familiar with each project being discussed.

By consensus, the STA Board recommended to continue the discussion at the next Board meeting in September.

X. BOARD MEMBER COMMENTS:

None presented.

XI. ADJOURNMENT

The STA Board meeting was adjourned at 8:40 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 13, 2006, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masielat
Clerk of the Board



Date

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TECHNICAL ADVISORY COMMITTEE

DRAFT

Minutes of the meeting

August 30, 2006

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Birgitta Corsello	County of Solano
Daryl Halls	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Sam Shelton	STA
Johanna Masiclat	STA
Lee Taubeneck	Caltrans District 4
Cameron Oakes	Caltrans District 4
Barry Eberling	Daily Republic

II. APPROVAL OF AGENDA

On a motion by Michael Throne, and a second by Gary Leach, the STA TAC unanimously approved the agenda with the exception to modify Agenda Item VI.F, Legislative Update – August 2006 to an information item only.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

REPORTS FROM CALTRANS, MTC AND STA STAFF

IV.

Caltrans: Cameron Oakes informed the TAC of the deadline for forthcoming planning grants (i.e. Federal Highway Administration (FHWA), FTA (Federal Transit Administration, Partnership Plan, etc.) October 13, 2006.

MTC: None presented.

STA: Jayne Bauer announced STA's 9th Annual Awards on November 8, 2006 at the Nut Tree Family Park in Vacaville. She informed the TAC of the August 31, 2006 deadline for all the nominations to be submitted to the STA.

Sam Shelton provided and distributed information on funding grant for FY 2007-08 of the Bicycle Transportation Account (BTA) due on December 1, 2006.

V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Paul Wiese, the STA TAC unanimously approved Consent Calendar Items A through F.

Recommendations:

A. Minutes of the TAC Meeting of June 28, 2006

Recommendation:

Approve minutes of June 28, 2006.

B. STA Board Meeting Highlights – July 12, 2006

Informational

C. Updated STA Board and Advisory Committee Meeting Schedule for 2006

Informational

D. Funding Opportunities Summary

Informational

E. Consulting Services to Support the City Council Coordinating Council Monitor and Provide Input on Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC) Regional Projects

Recommendation:

Recommend the STA Board authorize the Executive Director to provide \$20,000 of FY 2006-07 TLC Program funds to provide consultant services to support the City County Coordinating Council representatives monitor and provide input on ABAG/MTC regional projects.

F. Solano Napa Commuter Information (SNCI) Work Program and Annual Report

Recommendation:

Recommend the STA Board approve SNCI's FY 2006-07 Work Program for Solano County.

VI. ACTION ITEMS

A. Funding Agreement Between the Solano Transportation Authority (STA), the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)

Janet Adams reviewed the funding agreement process between STA, the City of Vallejo, and the County of Solano for \$1,200,000 for the I-80 HOV Lane/Turner Overcrossing PSR.

By consensus, the proposed action received unanimous consent to send a recommendation to the STA Board to allow the Executive Director to enter into a funding agreement between the STA, the City of Vallejo, and the County of Solano. The STA TAC also recommended the STA Board allocate \$80,000 of State Transit Assistance Funds (STAF) for the local match.

Recommendation:

Forward recommendation to the STA Board approving the following:

1. Authorizing the Executive Director to execute a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for \$1,200,000 for the I-80 HOV Lane/Turner Overcrossing PSR.
2. The allocation of \$80,000 State Transit Assistance Funds (STAF) for the STA's 1/3 share of the required local match.

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

B. Agreement for the Delivery of the I-80 North Connector Reliever Route between the Solano Transportation (STA), the City of Fairfield, and the County of Solano

Janet Adams highlighted each agencies role, responsibility, fiscal obligation and phasing of the project segments defined in the agreement between the STA, the City of Fairfield, and County of Solano.

Dale Pfeiffer asked about the County's efforts to establish a transportation impact fee and there was further discussion by various TAC members regarding the content of the proposed draft agreement. It was a consensus that a revised version of the agreement will be developed to incorporate the concerns expressed.

Gene Cortright said that any policy statement in the agreement relating to support for a regional traffic impact fee would have to be approved by his city council. He suggested adding language that would include the STA as a party to the agreement and include the phrase “*subject to agreement by all affected parties*”.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to enter into an agreement between the City of Fairfield and the County of Solano for the delivery of the North Connector Project *subject to agreement by all affected parties*.

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

C. Preliminary Engineering Priorities for Caltrans Oversight

Lee Taubeneck, Deputy District Director, Caltrans District 4, and Janet Adams reviewed STA’s two-year plan for Caltrans Oversight of Project Study Reports (FY 2006-07 and FY 2007-08). They indicated that the two-year plan would provide a prioritization of the projects based on available funding for the construction and regional equity.

Based on input, the STA TAC put together a proposed two-year plan and recommended the plan be adopted by the STA Board and to forward the plan to Caltrans for implementation.

Recommendation:

Forward a recommendation to the STA Board to adopt the two-year plan for Caltrans oversight as specified in Attachment A.

On a motion by Royce Cunningham, and a second by Michael Throne, the STA TAC unanimously approved the recommendation to include modifications made to the two-year plan.

D. State Transit Assistance Funds (STAF) Proposed Funding Amendment #2 for FY 2006-07

Elizabeth Richards reviewed the amended FY 2006-07 STA project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.

Recommendation:

Approve the Amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.

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

E. Status of FY 2006-07 Intercity Transit Funding Agreement

Elizabeth Richards summarized the agreement process with Fairfield/Suisun Transit (FST) concerning STA's management and oversight of Route 90. She requested that the recommendation made by staff to enter into a lease agreement with Fairfield/Suisun Transit and Vallejo Transit be withdrawn. She stated that staff is proposing an identity change from SolanoLinks to SolanoExpress in preparation for the marketing campaign in the fall of 2006.

Recommendation:

Recommend the STA Board approve the following:

1. Authorize the Executive Director to enter into an agreement with Fairfield/Suisun Transit concerning STA's management and oversight of Rt. 90.
2. ~~Authorize the Executive Director to enter into a lease agreement with Fairfield/Suisun Transit and Vallejo Transit concerning over the road coaches that will be used for operating Rt. 90.~~
3. Authorize staff to establish a new identity for Solano County's intercity transit services called "SolanoExpress".

On a motion by Gary Leach, and a second by Michael Throne, the STA TAC unanimously approved the recommendation as amended shown in ~~strikethrough~~.

F. Legislative Update – August 2006

Jayne Bauer requested to withdraw the recommendation to the STA Board to adopt a watch position on Senate Bill 1917.

She proceeded by reviewing the following state and federal legislation bills: SB 1719 (Perata) Transportation funding bill that provides for the distribution of unding from Prop. 42 after FY 2008-09; AB 2538 (Wolk) Planning, Programming and Monitoring bill approved by the Assembly on May 31, 2006; AB 2444 (Klehs) Congestion Management and Motor Vehicle Environmental Mitigation Fess introduced in February 23, 2006; and SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration introduced in February 2006.

G. Safe Routes to School (SR2S) Phase 2 Public Input Process and Materials

Sam Shelton summarized the SR2S Phase 2 public input process and materials composed of three (3) community task force meetings, SR2S toolkit of projects and programs, and a school walking audit checklist and SR2S project proposal form. He stated that once the STA Board has adopted the SR2S Phase 2 Public Input Process and Materials, community task forces would have the tools to begin their walking audits and committee meetings as early as October 2006.

Based on input, the STA TAC requested to forward a recommendation to the STA Board to adopt the Safe Routes to School Phase 2 Public Input Process and Materials provided that the public input process would remain flexible to the needs of each community.

Recommendation:

Forward a recommendation to the STA Board to adopt the Safe Routes to School Phase 2 Public Input Process and Materials *provided that the public input process would remain flexible to the needs of each community.*

On a motion by Michael Throne, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation as amended shown in *bold italics*.

VII. INFORMATION ITEMS

A. Overview of Solano Transportation Authority (STA) Board Workshop of July 12, 2006

Janet Adams highlighted several items discussed during the first STA Board Workshop of July 12, 2006. She summarized them as; 1.) Review and Update of Project Funding Priorities Following the Failure of Measure H, and 2.) The Future of Solano County Highway Corridors: a.) Highway Corridor Operation Policy(s), b.) Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges, c.) Funding and Implementation of Highway Improvements 2006-2010.

B. 2006 State Highway Operations and Protection Program (SHOPP) Update a Ten-Year SHOPP

Janet Adams reviewed the updated and adopted SHOPP as of July 2006 for Solano County and the 2006 SHOPP for Solano County as originally adopted in March 2006.

C. Discussion of Countywide Project Delivery Policy

This item will be agendized at the next TAC meeting in September.

No discussion was presented on Items C through H.

D. Status of Intercity Transit Funding (ITF) for FY 2007-08

E. Emergency Ride Home (ERH) Program Update

F. Pedestrian Advisory Committee Priority Pedestrian Projects

G. Solano Bicycle and Pedestrian Program (SBPP) FY 2007-08 and FY 2008-09 Funding Recommendations and SBPP Process Review

H. Local Projects Inactive Obligations Review

VIII. ADJOURNMENT

The meeting was adjourned at 3:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 27, 2006.**

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DATE: September 1, 2006
TO: STA Board
FROM: Johanna Masielat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2006 and 2007

Discussion:

Attached is the updated STA Board meeting schedule for calendar year 2006 and 2007.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2006 and 2007

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Solano Transportation Authority

STA BOARD MEETING SCHEDULE
Remainder Calendar Year 2006

DATE	TIME	DESCRIPTION	LOCATION	STATUS
September 13	6:00 p.m.	STA Board Meeting/Workshop	Suisun City Hall	Confirmed
October 11	6:00 p.m.	STA Board Meeting/Workshop	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA 9 th Annual Awards	Nut Tree Family Park, Vacaville	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

STA BOARD MEETING SCHEDULE
Calendar Year 2007

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING –SUMMER RECESS			
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 14	6:00 p.m.	STA 10 th Annual Awards	Vallejo - TBD	Confirmed
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: September 6, 2006
 TO: STA Board
 FROM: Sam Shelton, Assistant Project Manager
 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.

Fund Source	Application Available From	Application Due
Solano Countywide Transportation for Livable Communities (TLC) 2006 Capital Program	Robert Guerrero, STA (707) 424-6014	Due September 11, 2006
California State Parks, Habitat Conservation Fund	David Smith, California Department of Parks and Recreation (Cal DPR), (916) 651-8576	Due October 2, 2006
California State Parks, Recreational Trails Program	David Smith, Cal DPR, (916) 651-8576	Due October 2, 2006
Caltrans Transportation Planning Grant – Environmental Justice / Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	Due October 13, 2006
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Brian Davis, Caltrans, (916) 653-9666	Due October 13, 2006
Caltrans Transportation Planning Grant – FTA 5305 Transit Planning	Garth Hopkins, Caltrans, (916) 654-8175	Notice of Intent to MTC Sept 13, 2006 App Review to MTC Sept 29, 2006 Due to Caltrans October 13, 2006
Caltrans Transportation Planning Grant – Partnership Planning	Garth Hopkins, Caltrans, (916) 654-8175	Due October 13, 2006
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	Due October 30, 2006



FUNDING OPPORTUNITY
Solano Countywide Transportation for Livable Communities (TLC)
2006 Capital Program
Due September 11, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Solano Countywide Transportation for Livable Communities (TLC) 2006 Capital 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: Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Funding Available: The STA's Alternative Modes Fund Strategy identifies nearly \$3.2 million to fund the Solano TLC Program for FY 2007-08 and FY 2008-09.

- Eligible Projects:**
- Improved pedestrian facilities
 - Bicycle facilities
 - Transit access improvements
 - Pedestrian plazas
 - Traffic calming
 - Streetscapes

Further Details: <http://www.solanolinks.com/programs.html#tlcprog>

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



FUNDING OPPORTUNITY
California State Parks
Habitat Conservation Fund
 Due October 2, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the California State Parks' Habitat Conservation Fund is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. A 50% state / 50% local match is required. This can be made with non-state dollars, in-kind contributions, or property made available as part of the acquisition project.

Eligible Projects: The following categories will be funded during the upcoming grant cycle:

1. Deer/Mountain Lion Habitat
2. Rare, Threatened, Endangered, or Fully Protected Species Habitat
3. Wetland Habitat
4. Riparian Habitat

Previous awards in Solano County:

- City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 04/05
- City of Vacaville – Ulatis Creek \$72,000, FY97/98; \$86,000 & \$54,000, FY 96/97
- City of Sacramento – Wildlife/Interpretive/Educations trails on William Land Park Rec Trail \$122,000 FY 04/05

Further Details: <http://www.parks.ca.gov> "Grants and Bond Acts"

Program Contact: David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY
California State Parks
Recreational Trails Program
 Due October 2, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the California State Parks' Recreational Trails Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.

Program Description: The Recreational Trails Program provides funds annually for recreational trails and trails-related projects.

Funding Available: About \$1.54 million per year will be available for non-motorized projects and about \$660,000 for motorized projects based on the federal Fiscal Year 2005 appropriation. Minimum match of 12% required.

- Eligible Projects:**
- Maintenance and restoration of existing recreational trails (motorized projects only);
 - Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; (Central County Bikeway Gap Closure, Suisun City, \$160,000, FY 04/05)
 - Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only);
 - Construction of new recreational trails (see Procedural Guide for more information);
 - Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
 - Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only).

Further Details: <http://www.parks.ca.gov> "Grants and Bond Acts"

Program Contact: David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning for Communities
Due October 13, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Caltrans Transportation Planning Grant Environmental Justice, Context-Sensitive Planning for Communities 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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities

Funding Available: \$1.5 million from the State Highway Account for FY 05/06. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Identify and involve under-represented groups in planning and project development.
 - Planning and Safety improvements for pedestrians and bicycles
 - (Fruitvale Alive!/City of Oakland - \$170,100, FY 03/04)
 - Developing Guidelines and supporting information for EJ element of a General Plan
 - (South Sacramento Community Plan Update - \$237,960, FY 03/04)
 - Transportation Projects in underdeveloped rural agricultural areas
 - (Le Grand, Circulation Plan - \$68,400, FY 03/04)
 - Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development
 - (Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06)

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact: Norman Dong, Caltrans, Norman_dong@dot.ca.gov (916) 651-6889

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Community-Based Transportation Planning
Due October 13, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Caltrans Transportation Planning Grant, Community-Based Transportation Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.
- Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.
- Funding Available: \$1.5 million from the State Highway Account for FY 05/06. Maximum grant amount is \$250,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.
- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
 - Community to school linkage studies or plans
 - Jobs and affordable housing proximity studies or plans
 - Transit Oriented/Adjacent Development or “transit village” studies or plans
 - Community transit facility/infrastructure studies or plans
 - Mixed-land use development studies or plans
 - Form-based or smart code development
 - Context sensitive streetscapes or town center studies or plans
 - Grid street system studies or plans
 - Community revitalization studies or plans
 - Context sensitive community development planning
 - Studies for community-friendly goods movement transportation corridors, ports, and airports

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact: Brian Travis, Brian_Travis@dot.ca.gov, (916) 653-9966

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5305 Transit Planning
Notice of Intent due to MTC by September 13, 2006
Applications for review by MTC need by September 29, 2006
Complete applications due to Caltrans on October 13, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Caltrans Transportation Planning Grant, FTA 5305 Transit Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: *Statewide Transit Planning Studies:* Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.
Transit Technical Planning Assistance: Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).
Transit Professionals Development: Fund training and development of transit planning professionals and students.

Funding Available: 11.47% non-Federal funds or in-kind local match required for all grants.
\$1.850 million from FTA Section 5305 for FY 07/08 (with last cycle examples):

Statewide Transit Planning Studies: \$1,200,000 available with a grant cap of \$300,000. (Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County, \$84,100)
Transit Technical Planning Assistance: \$900,000 available with a grant cap of \$100,000. (Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency, \$13,280)
Transit Professionals Development: \$200,000 available with a grant cap of \$50,000. (Professional Development and Transit Internships, Yolo County Transportation District, \$46,478).

Eligible Projects: *Statewide Transit Planning Studies:* GIS development, transit oriented development studies, transit planning and development tools and models.
Transit Technical Planning Assistance: Short-range transit development plans, ridership surveys, and transit coordination studies.
Transit Professionals Development: Training manuals and internships.

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>
MTC contacts: Lisa Klein (510) 817-5832, lklein@mtc.ca.gov

Program Contact: Garth Hopkins, Caltrans, Garth_Hopkins@dot.ca.gov (916) 654-8175

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY
**Caltrans Transportation Planning Grant
Partnership Planning**
Notice of Intent due to MTC by September 13, 2006
Applications for review by MTC need by September 29, 2006
Complete applications due to Caltrans on October 13, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Caltrans Transportation Planning Grant, Partnership Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.
- Program Description: Funds statewide planning studies that are jointly performed by Caltrans and MPOs/RTPAs.
- Funding Available: Approximately \$1,000,000 will be available in FY 2007-2008. The maximum amount per grant cannot exceed \$300,000. The applicant needs to provide a 20 percent non-federal local match.
- Eligible Projects:
- Regional transportation planning studies (Statewide / Multi-Regional)
 - Land Use / Smart Growth Studies
 - Corridor studies
(Smarter Growth Along the I-80 Capitol Corridor, MTC/SACOG - \$300,000)
 - Intermodal Facilities
- Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>
- Program Contact: Garth Hopkins, Caltrans, Garth_Hopkins@dot.ca.gov (916) 654-8175
Lisa Klein, MTC, lklein@mtc.ca.gov (510) 817-5832
- STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075
-



FUNDING OPPORTUNITY
Bikes Belong Grant Program
Due by October 30, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Caltrans Transportation Planning Grant, Community-Based Transportation Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals: Ridership growth, leveraging funding, building political support, and promoting cycling.

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Previously Awarder Projects:

- North-South Greenway, Marin County, \$10,000
- Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, \$10,000
- YMCA City Bike Education Program, San Francisco, \$5,000

Further Details: Elizabeth Train, Grants & Research Director
Bikes Belong Coalition
<http://bikesbelong.org>
1920 13th Street, Suite A
Boulder, Colorado 80302
(303) 449-4893

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075



FUNDING OPPORTUNITY
Bicycle Transportation Account (BTA)
Due December 1, 2006

TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager

This summary of the Bicycle Transportation Account (BTA) grant 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: Local agencies with an adopted Bicycle Transportation Plan are eligible.
- Program Description: The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters
- Funding Available: For fiscal year 2007/08 the BTA will provide \$5 million to city and county agencies for projects with a maximum grant amount of \$1,250,000. Local agencies must provide a minimum of 10 percent of the total project cost from sources other than the State's BTA.
- Eligible Projects: Projects range from Class I, II, & III bikeways and bicycle facilities.
- Previously Awarder Projects: Solano BTA funded projects:
Suisun City - McCoy Creek Trail (Phase I), \$365,000
Suisun City - Central County Bikeway Gap Closure, \$593,000.
- Program Contacts: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm>
David Priebe, David_Priebe@dot.ca.gov, (916) 653-0036
Ken McGuire, Ken.McGuire@dot.ca.gov, (916) 653-2750
- STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075
-



DATE: August 28, 2006
 TO: STA Board
 FROM: Susan Furtado, Financial Analyst/Accountant
 RE: STA Board Stipend Revision

Background

In Fiscal Year (FY) 1999-2000, the STA Board set a policy to receive a stipend per meeting and approved a list of committees that qualified for stipend. Subsequently, in June 2001 the stipend policy, along with the list of qualified and non-qualified meetings, was amended to reflect the stipend rate increased.

Discussion:

The current stipend policy reads that each STA Board member can receive up to \$200 per month for STA Board meetings and qualified committee meetings, whereas the STA Board Alternates can receive *only* up to \$100 per month for qualified meetings. STA Staff recommends that the stipend policy specify that both the STA Board and STA Board Alternate members receive stipend up to \$200 per month for eligible STA Board established meetings.

STA Board established meetings:	
<p><i>Eligible:</i></p> <ol style="list-style-type: none"> 1. STA Board Meetings (Meets monthly except August) 2. Executive Committee (Meets first Wednesday of each month) 3. SolanoEDC Transportation Steering Committee (Meets every other month) 4. Jepson Parkway Subcommittee* 5. Arterials/Highway/Freeways Committee* 6. Alternative Modes Committee* 7. Transit Committee* 8. Contra Costa Transportation Authority (CCTA)/STA Joint Powers Board* 9. STA/Napa County Transportation Planning Agency (NCTPA) Joint Committee* <p>*Meets as needed.</p>	<p><i>Ineligible:</i></p> <ol style="list-style-type: none"> 1. Independent meetings with STA staff 2. Temporary Committees (Example: STA Annual Awards Committee) 3. Capitol Corridor Joint Powers Board (Meets every other month) 4. Any meeting other than a committee or subcommittee set by the STA Board

Fiscal Impact:

None. Funding for this revision is included as part of the FY 2006-07 budget approved by the STA Board in June 2006.

Recommendation

Amend existing policy to allow each STA Board to Alternate receive the stipend at the same rate as the STA Board Members for the same eligible STA Board established meetings.

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DATE: August 30, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Consulting Services to Support the City Council Coordinating Council's Efforts to Monitor and Provide Input on Association Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC) Regional Projects

Background:

In 2003, the Metropolitan Transportation Commission (MTC), Solano Transportation Authority (STA) and the Bay Area Congestion Management Agencies (CMA) Association developed an expanded MTC/CMA Transportation/Land Use Work Plan later called the "Transportation and Planning Use Solutions" (T-PLUS) program. Since FY 2004 MTC has been providing STA an annual amount of \$150,000 in federal transportation planning funds to conduct various planning, technical and public outreach efforts to encourage better transportation and land use coordination and provide information and assistance to Solano cities and the County to support development of Transportation for Livable Communities (TLC) projects, applications and grant submittals.

Other activities identified in the STA's transportation/land use work plan include providing countywide comments on the Association of Bay Area Governments' (ABAG) regional projections for population, housing and jobs and integrate data into the STA's countywide travel demand model.

Discussion:

ABAG has commenced development of the Focusing Our Vision Project and the Regional Housing Needs Allocation (RHNA) Project. Projection's 2007 (providing updated long range projections for housing and jobs for Solano County and the rest of the Bay Area) is also commencing with draft projections expected to be distributed for review and comment during September 2006. Each of these projects directly affects STA's Transportation for Livable Communities Program, Comprehensive Transportation Plan, and the regional assumptions used for the Solano Napa Travel Demand Model.

Earlier this year, the Solano County City Manager's Group and the Planning Director's Group (including representatives from STA), discussed the need to retain a planning consultant to assist the seven cities, the County and the STA monitor the key ABAG committees and provide input to our representatives on these regional projects. It was agreed to hire a consultant for an estimated amount of \$90,000 with the County of Solano taking the lead on administering the contract and with oversight being provided through the Planning Director's Group.

On May 11, 2006 the City County Coordinating Council (CCCC) confirmed the approach for the regional representation to monitor these projects. Solano County's regional representatives will be Councilmember Chuck Demick from the City of Vacaville, Eve Somjen, Assistant Community Development Director with City of Fairfield, and Matt Walsh, Principal Planner for the County

of Solano. Brenda Gillarde Planning and Consulting was selected to provide the consulting services. STA proposed to contribute \$20,000 from the TLC Program funds with the remaining \$70,000 split equally between the seven cities and the County (i.e. \$8,750 each).

A scope of work to prepare the concept plan for this study is attached (Attachment A). A recent progress report that was provided to the CCCCs on this subject is also attached (Attachment B).

On August 30, 2006, STA's Technical Advisory Committee (TAC) unanimously recommended that the STA Board support this action.

Fiscal Impact:

\$20,000 of TLC Program fund balance from the FY 2006-07 STA Budget will be used to pay for these services. These federal funds are provided from MTC through the Transportation and Planning Use Solutions T-PLUS program.

Recommendation:

Authorize the Executive Director to provide \$20,000 of FY 2006-07 Transportation for Livable Communities (TLC) Program funds to provide consultant services to support the City County Coordinating Council representatives monitor and provide input on ABAG/MTC regional projects.

Attachments:

- A. Scope of Work for consultant services to support the City County Coordinating Council's input on ABAG/MTC regional projects
- B. Status Report of ABAG Programs from Gillarde Planning and Consulting, dated July 28, 2006, to the City County Coordinating Council



SOLANO COUNTY
Department of Resource Management

675 Texas Street, Suite 5500
 Fairfield, CA 94533
www.solanocounty.com

Telephone No: (707) 784-6765
 Fax: (707) 784-4805

Birgitta Corsello, Director
 Clifford Covey, Asst Director

MEMORANDUM**RECEIVED**

June 29, 2006

JUL 7 2006

SOLANO TRANSPORTATION
AUTHORITY

TO: Daryl Halls, Executive Director, STA

FROM: Michael D. Johnson, County Administrator
Birgitta E. Corsello, Resource Management

RE: Invoice for prorated share of Consultant Services for ABAG/MTG Regional Projects

As agreed at the City Manager's Group Meeting in April 2006 the Planning Director's Group has taken responsibility for identifying and securing a consultant to assist the seven cities, the County and STA with the two regional projects underway. Attached please find a copy of the Scope of Work for the consultant selected by the Planning Director's group, and an invoice for your jurisdiction's share of the amount.

Background

When the City Manager's met in April and heard from the Planning Director's Group regarding two regional projects: the Housing Needs Allocation Project and The Focusing Our Vision Project, the City Manager's group agreed with the recommendation to hire a consultant for an estimated \$90,000. During the meeting there was a discussion and agreement as to a funding methodology as well as proposed staffing for the two efforts. The County offered to hold the contract with oversight provided via the Planning Directors through Matt Walsh and Eve Somjen and the Planning Directors.

On May 11, 2006 the City County Coordination Council confirmed the approach for the regional representation. Our regional representatives will be Councilman Chuck Demick from Vacaville and Eve Somjen with the City of Fairfield, Community Development and Matt Walsh, Principal Planner with the County of Solano who will act as Eve's back up.

Building & Safety
 David Cliche
 Building Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidbauer
 Program Manager

Administrative
 Services
 Linda Zalesky
 Office Supervisor

Public Works-
 Engineering
 Paul Wiese
 Engineering Manager

Public Works-
 Operations
 Steve Hilas
 Operations Manager

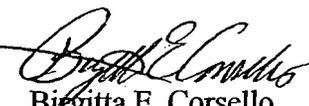
The County, the City of Fairfield and the City of Vacaville offered to absorb the travel costs, staff time and other related administrative costs for the three representatives from their respective jurisdictions. As for the \$90,000 estimate for the consultant, it was agreed that the funding split would be as follows: STA \$20,000 for the ABAG/MTC/BAAQMD regional visioning project and the remaining estimate of \$70,000 would be split equally by the seven (7) cities and the County. ($\$70,000 \div 8 = \$8,750.00$ each)

As discussed, the \$90,000 is an estimate and the consultant will be billing at an hourly rate plus travel time. Should we have funds left when the project is completed it will be refunded on the prorated approach to each jurisdiction. If during the process however, it is concluded that additional time is required or additional consultant services are needed and therefore requiring more money, the Planning Director's Group will be back and the City Managers and the County will need to agree on the needed funding.

Attached you will find an invoice for your jurisdiction's share of costs. The consultant began work in June but, as agreed, we are billing for July 2006 so the expense could be handled in the FY 06/07 budget.

Sincerely,


Michael D. Johnson
County Administrator


Birgitta E. Corsello
Resource Management, Director

Attachments (2)

1. Consultant Services and Scope of Work. Brenda Gillarde & Associates
2. Invoice for share of consultant services contracted.

Cc: STA, CAO, File

EXHIBIT A
SCOPE OF WORK

This is a professional services agreement requiring land use planning expertise and handled as specific projects detailed, pursuant to the rate schedule contained in Exhibit B, not to exceed total contract amount of \$90,000, as mutually arranged between County and Contractor, as follows.

Contractor Shall be Responsible for the Following Duties:

Provide assistance with two separate, but inter-related Association of Bay Area Governments (ABAG) projects; the Focusing Our Vision project and Regional Housing Needs Allocation (RHNA) process. Specifically;

- Serve as a liaison between the jurisdictions in Solano County and the County committee representatives; representing the interests of all jurisdictions in an unbiased manner.
- Provide briefings to the Solano Mayors Group, City Managers Group, and Planning Directors Group.
- Assist the Solano committee representatives with strategies for the ABAG meetings; attend the committee meetings, and provide support to the County representatives.
- Prepare reports and resolutions for action by Solano jurisdictions.
- Review and analyze information provided by ABAG, including demographic models and land use maps.
- Prepare comment letters to ABAG.
- Prepare analysis on the pros and cons of forming a subregional entity for RHNA; if this option is chosen, prepare all materials necessary to create the entity, work with jurisdictions on the allocation methodology, and other necessary steps.

COUNTY SHALL BE RESPONSIBLE FOR THE FOLLOWING:

Provision of access to County files and assistance of County staff, as needed by Contractor to fulfill assigned projects.

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Gillarde Planning & Consulting ◆ 318 Tappan Terrace ◆ Orinda, CA 94563

◆ MEMORANDUM ◆

date: July 28, 2006
to: City County Coordinating Council
from: Brenda Gillarde, Consultant to Solano County Planning Directors Group
subject: Status of ABAG Programs

The Council heard a presentation at its February 9, 2006 meeting on three concurrent programs currently underway by the Association of Bay Area Governments (ABAG) that affect Solano County directly and indirectly. At that meeting, Janet McBride, ABAG Planning Director and Paul Fassinger, ABAG Research Director described the ABAG Livability Footprint project, how the Livability project will be used in preparing Projections 2007 and the process for preparing the next round of housing needs allocation for the Bay Area. The paragraphs below summarize the status of these three programs.

Focusing our Vision (FOCUS)

This project began in 2000 under the title of "The Smart Growth Livability Footprint Project." A series of workshops were conducted in each of the nine Bay Area counties, the results of which were reflected on maps and accompanying charts with related buildout information. The data reflected on the maps became the basis for Projections 2005. In most cases, these maps did not correspond to the adopted General Plans of local jurisdictions and are inconsistent with agencies own development projections.

FOCUS begins were the prior effort ended and has, as its stated goal, to generate buy-in and broad ownership of a regional vision for the Bay Area and an accompanying implementing strategy for that vision. A Technical Advisory Committee (TAC) has been formed consisting of two representatives from each County and up to two alternates. The Solano County TAC members are Matt Walsh, Principal Planner for Solano County and Eve Somjen, Assistant Director for City of Fairfield; the alternate is Brenda Gillarde, Consultant to the Solano County Planning Directors Group. The FOCUS process involves identification of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) using GIS data and goals and policies identified in the earlier process and refined through the current process.

As indicated in the attached Critical Path Chart, the TAC has just begun meeting and is presently focused on defining language for goals and objectives. During July and August these discussions will continue, as well as discussion of strategies for the PDAs and PCAs. At the end of August the anticipated products are refined PDA/PCA strategies and collection/refinement of related data. ABAG anticipates formulation of draft PDAs and PCAs by December 2006 and completion of the FOCUS project by October 2007. This coincides with the ABAG housing allocation process that anticipates the initial allocation of housing numbers in mid-2007 with approval of the final allocations in mid-2008.

The Solano County Planning Directors Group (SCPDG) prepared a memo to Paul Fassinger in June 2006 outlining the Groups' collective concerns with the Livability Footprint Maps. The concerns included incorrect mapping of designated open space areas; the use of large grain data blocks (census tracts), which leads to incorrect land use designations at the finer-grained local levels (e.g. rural areas are depicted as 'urbanized'); and incorrect characterization of employment centers/concentrations.

To date no response has been received from ABAG regarding the Directors Groups' comments on the Footprint maps. The Directors Group is continuing to pursue communication with ABAG staff but may also pursue other communication channels with ABAG such as a presentation before the ABAG Board.

Projections 2007/Regional Housing Needs Allocation (RHNA)

These two projects are intertwined but *Projections 2007* will proceed on a faster track and be completed prior to the RHNA process. ABAG staff is currently assembling the initial data for *Projections 2007*, and expects to release draft forecast numbers for review by local jurisdictions and other interested groups in the Fall of 2006. Typically, revisions are made to the projections forecast and the ABAG Executive Board adopts the forecast at its November meeting. Census tract level numbers would then be made available in the early part of 2007.

The Metropolitan Transportation Commission, the Bay Area Air Quality Management District and County Congestion Management Agencies will use the demographic-economic forecast information in *Projections 2007* in their modeling efforts. With the increased emphasis by regional agencies on coordinating land use and transportation planning, a greater emphasis is being placed on verifying the assumptions in the forecast and producing information in new configurations. In particular, ABAG staff is working to improve information about housing by type of structure, and changes to land use.

Participation in the RHNA process by local jurisdictions is overseen by the Housing Methodology Committee (HMC) which consists of 3 representatives from each of the 9 counties, 2 representatives of the ABAG Executive Board, and stakeholder representatives related to Affordable Housing, Environmental Issues, Social Equity and the Home Building Industry. Solano County's HMC representatives include Councilmember Chuck Dimmick from Vacaville (who was appointed by the CCCC), Matt Walsh, Principal Planner for Solano County, and Eve Somjen, Assistant Director for City of Fairfield.

To date the group has focused on the statutory requirements for RHNA and the optional formation of subregional entities. A memorandum was provided to the Solano County Planning Directors Group summarizing the subregional entity process, noting advantages and disadvantages. The Group met on June 13 and agreed, by consensus, to not pursue formation of subregional entities primarily because of the significant amount of staff time involved and a concern that it may be difficult for the various jurisdictions to reach consensus agreement on issues. It was the Groups' belief that the more productive route is to work directly with ABAG through the HMC to ensure that the allocation process is fair and equitable for all jurisdictions within Solano County.

At the next HMC meeting, ABAG will discuss the results of their July meeting with HCD regarding how that department determines the region's housing need number. ABAG will also present two different options for allocating the region's housing need number – one based solely on housing growth and the other based 50/50 on housing and job growth. The later is the formula that was used for the prior RHNA (1999-2006). Application of these two allocation options for RHNA 2007-2014, using information from *Projections 2005*, would result in a housing unit allocation for Solano County of 24,722 and 17,339, respectively.

Additional Information

- New ABAG Housing Report

For more information on housing in the Bay Area, the Council may wish to review the recently released ABAG report entitled : *A Place to Call Home: Housing in the San Francisco Bay Area*. The report focuses on the regional impacts of the Bay Area housing shortage and documents the progress that the region has made in meeting its housing needs. It is designed to spur a region-wide conversation about how housing can be incorporated into the existing fabric of our communities.

The report examines some of the reasons why housing production in the region has not kept pace with demand, including community resistance, government regulation, and inadequate funding. The report also recognizes that many Bay Area communities have taken steps to encourage housing construction. This report acknowledges these achievements and highlights specific strategies to meet the continuing region-wide housing need.

The report can be purchased from the ABAG Web Store (\$20.00 U.S.) or can be read online in PDF format at http://www.abag.ca.gov/planning/housingneeds/pdf/resources/ABAG_housing_report_2006_FINAL1.pdf.

Attachments

1. Critical Path Chart, as of July 2006
2. Letter to ABAG, dated June 27, 2006
3. Memorandum to Solano County Planning Directors Group, dated June 26, 2006

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CRITICAL PATH DATES AND ACTIONS
ABAG RHNA PROCESS
FOCUSING OUR VISION PROJECT
 As of August 2006

RHNA	FOCUSING OUR VISION	ABAG / SUBREGIONAL ENTITY/HCD	DESCRIPTION/STATUS/ACTION REQUIRED
2006			
		April 30	ABAG/HCD consultation on regional share
May 25			Housing Methodology Committee (HMC) and Focusing our Vision (TAC) kickoff
June 16			Informational meeting on subregional entities
June 29	June 29		HMC/First HMC/Vision TAC meeting
		June 30	ABAG requests info from jurisdictions for developing methodology
July 6	July 6		Subgroup meets (Eve, Matt, Brenda)
July 13	July 13		Solano County Planning Directors meeting
		July 20	ABAG Board meeting
			HMC/Vision TAC meeting
July 31			Subgroup meets (Eve, Matt, Brenda)
	August		Refined Focus PDA/PCA strategies/related data
	August 24		HMC/Vision TAC meeting
August 28			Subgroup meets (Eve, Matt, Brenda)
August 31			Deadline for creating subregional entity
	September		Formulation of Focus public outreach plan
September 1			ABAG distributes survey to jurisdictions re input on RHNA methodology; 45 day response period begins
			Draft <i>Projections 2007</i> numbers distributed to jurisdictions for review

RHNA	FOCUSING OUR VISION	ABAG / SUBREGIONAL ENTITY/HCD	DESCRIPTION/STATUS/ACTION REQUIRED
		September 21	ABAG Board meeting
	September 28		HMC/Vision TAC meeting
October 15			End of response period for ABAG RHNA methodology survey
	October 19		HMC/Vision TAC meeting
			End of review period for Draft Projections 2007
	November		Draft PDAs/PCAs
		November 15	End of ABAG's review of survey responses
		November 16	ABAG Board meeting – adopt Projections 2007 forecasts
	November 30		HMC/Vision TAC meeting
	December		Local collaboration on draft PDAs/PCAs
December 31		December 31	ABAG issues proposed methodology
			Subregional entity issues proposed methodology
			60-day public comment period begins (for both ABAG and subregional entity)
			Must conduct at least 1 public hearing
		January 18	ABAG Board meeting
	February		Green Vision Draft Maps of Conservation Areas available for review
			Projections 2007 distributed to jurisdictions
March 1		March 1	60-day public comment period on methodology ends (for both ABAG and subregional entity)
			ABAG adopts a methodology
			Subregional entity adopts a methodology
			HCD determines regional numbers
		March 15	ABAG Board meeting
		Before May 1	ABAG conducts public hearing(s) prior to assigning numbers to subentities
	May		Regional Conference on Focus hosted by ABAG???
		May 1	ABAG assigns numbers to subentities

RHNA	FOCUSING OUR VISION	ABAG / SUBREGIONAL ENTITY/HCD	DESCRIPTION/STATUS/ACTION REQUIRED
		May 17	ABAG Board meeting
Before June 30		Before June 30	ABAG issues draft RHNA Subentity issues draft RHNA ABAG reviews subentity RHNA and determines compliance; if non-compliant, completes allocation process for subentity
June 30			60-day period begins for local jurisdictions to request revisions to allocations
		July 19	ABAG Board meeting
August 31			End of 60-day period for local jurisdictions to request revisions to allocations
	September		Draft Focusing our Vision report/maps
		September 20	ABAG Board meeting
	October		Final Focus report/maps/incentives package/implementation strategy
		Before October 31	ABAG responds to revision requests (w/in 60 days of receipt of request) Subregional entity responds to revision requests (w/60 days of receipt of request)
		November 15	ABAG Board meeting
December 1			60 day period begins for local jurisdictions to appeal ABAG/Subentity RHNA after requests for revisions
		January 17	ABAG Board meeting
February 1			End of 60 day RHNA appeal period for local jurisdictions
	Before April 1		ABAG public hearings on appeals (held w/in 60 days after deadline to file appeal) Subentity public hearings on appeals (held w/in 60 days after deadline to file appeal)
	February to April		ABAG issues final RHNA proposals (w/in 45 days of end of 60-day appeal period) Subregional entity issues final RHNA proposals (w/in 45 days of end of 60-day appeals period)
	February to March		Subregional entity public hearing to adopt final RHNA (w/in 45 days of issuing final allocation) Subregional entity submits final allocation to ABAG (could be later than March just so its prior to ABAG's final hearing)

RHNA	FOCUSING OUR VISION	ABAG / SUBREGIONAL ENTITY/HCD	DESCRIPTION/STATUS/ACTION REQUIRED
		February to June	ABAG public hearing to adopt final RHNA (w/in 45 days of issuing final allocation)
		March 20	ABAG submits final RHNA to HCD
			ABAG Board meeting
		May 15	ABAG Board meeting
		July 17	ABAG Board meeting
		August	HCD completes review of final RHNA
		September 18	ABAG Board meeting
		November 20	ABAG Board meeting
2009			
June			ADOPTED housing element updates due to HCD (preceded by drafts)*

* planning period for next round of housing elements is January 1, 2007 to June 30, 2014



DATE: August 30, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: STA's Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2006-07 Work Program and FY 2005-06 Annual Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA through Bay Area Air Quality Management District (BAAQMD) and Eastern Congestion Mitigation Air Quality (ECMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. In FY 2006-07, the Napa County Transportation Planning Agency (NCTPA) will be contributing local BAAQMD Transportation for Clean Air (TFCA) funds for the first time.

The air district and ECMAQ funds have allowed the SNCI program to introduce services that would not otherwise be available such as, incentives, an emergency ride home program, and a wide range of localized services.

The STA Board approved the FY 2005-06 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2005 (see 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

Discussion:

With the completion of the fiscal year, STA staff has prepared a FY 2005-06 Annual Report of the SNCI program, see Attachment B.

Each year, SNCI's Work Program is revisited and updated along with the program's budget. The proposed SNCI FY 2006-07 Work Program is provided in Attachment C.

The combination of MTC, BAAQMD, and ECMAQ funds and contract obligations comprise SNCI's Work Program for Solano County. These range from customer service, administration of incentives and vanpool services, to technical assistance and marketing campaigns. The SNCI program has had an active and productive year. The following are highlights of selected accomplishments from the SNCI Program's FY 2005-06 Annual Report.

1. Public Information

SNCI continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to over 3,200 information calls, processed over 1000 matchlists and participated at 53 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets, and community events. Six new display racks were established, increasing the total to 113 display racks containing ridesharing and current transit information located throughout Solano and Napa counties. Approximately 75,000 pieces of public transit literature were distributed, including transit information for Vallejo Transit, Baylink Ferry, Benicia Transit, Fairfield-Suisun Transit, Vacaville City Coach, Dixon Read Ride, and Rio Vista Transit.

2. Vanpools

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Thirteen new vans traveling through, to, or from Napa and Solano counties were formed by staff last year. Staff also performed 270 vanpool assists, which included processing motor vehicle reports, issuing sworn statement cards, processing medical reimbursements, distributing van signs and/or toll bridge scrip, researching information for vanpools, and other assistance as needed.

3. Incentives

The incentive program includes vanpool start-ups, vanpool back-up drivers, and bicycles for commuters. Ten vans received the start-up incentive and twenty-five individuals received the back-up driver incentive during the past year for a total of \$5,025 distributed. Additionally, five individuals were eligible for and received the bicycle incentive for a total of \$495 distributed.

4. Employers

Much progress has been made in the past year with the employer program. In addition to maintaining a current and accurate database of over 500 employers, staff has performed 13 employer consultations and attended events at employer sites to increase awareness of the SNCI program and Solano County's transit services. Staff continues to work with chambers of commerce and other business-oriented organizations to perform outreach to employers in Solano and Napa counties.

5. Campaigns

There were two regional campaigns coordinated locally by SNCI program staff during FY 2005-06. The Great Race for Clean Air was a month-long campaign sponsored by the Bay Area Air Quality Management District to encourage individuals to try four different alternative commute modes in four weeks. California Bike to Work Week is designed to encourage drive-alone commuters to try bicycling to work.

These campaigns involved an employer element with campaign packets being distributed to employers in Solano and Napa counties and print and radio advertising to increase public awareness.

A separate Work Program was presented to the NCTPA as SNCI's services vary slightly by county due to variation in funding. The attached Solano County FY 2005-06 Work Program highlights several SNCI key activities and is presented for the Board's review and approval.

Recommendation:

Approve SNCI's FY 2006-07 Work Program for Solano County.

Attachments:

- A. Solano Napa Commuter Information FY 2005-06 Work Program
- B. Solano Napa Commuter Information FY 2005-06 Annual Report
(To be provided under separate enclosure.)
- C. Solano Napa Commuter Information FY 2006-07 Work Program

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2005-06**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices 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.

**Copies of the
Solano Napa Commuter Information (SNCI)
FY 2005-06 Annual Report
have been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
Solano Napa Commuter Information (SNCI)
FY 2005-06 Annual Report
by contacting the STA at (707) 424-6075.**

Thank you.

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2006-07**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet 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 Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County employers. The emergency ride home incentive will be launched and marketed this year to employers in Napa County.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2007 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. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting with the implementation of Welfare to Work transportation projects in partnership with the Counties of Solano and Napa; assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other entities.



DATE: September 1, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Funding Agreement Between the Solano Transportation Authority, the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)

Background:

In July 2004, the Solano Transportation Authority (STA) completed the I-80/I-680/I-780 Major Investment and Corridor Study. This Study identified several improvements along I-80 between the Carquinez Bridge and State Route (SR) 37. Primarily the Study identified a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, direct HOV Lane connections from a new Turner Pkwy. Overcrossing and an adjacent park-and-ride lot.

The County of Solano, the City of Vallejo, and STA desire to further study these alternatives along I-80 in Vallejo. The next step to further studying these alternatives is to develop a Project Study Report (PSR). A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

The PSR will consider and study alternative improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, a new Turner Parkway Interchange, improvements on State Route (SR) 37, a park-and-ride lot, direct HOV Lane connections from a new Turner Pkwy. Overcrossing and/or Interchange, and westbound and eastbound HOV Lanes. In addition, the PSR will also consider major adjacent street improvements within the City of Vallejo as a result of the potential development of the Solano County Fairgrounds. These major street improvements are the improvements necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds.

President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill into law on August 10, 2005. As part of the bill, the County of Solano obtained a \$2.8 million federal earmark entitled "I-80 HOV Lanes/Interchange Construction in Vallejo." This federal earmark will be the primary source of funding for the PSR, along with a required 20% local match funds.

Discussion:

At the July 12, 2006 STA Board meeting, the Executive Director was provided authorization to enter into a contract with HQE Incorporated to provide engineering services for this PSR. The Board also authorized the Executive Director to enter into a funding agreement with the County of Solano and the City of Vallejo. Attachment A is the proposed funding agreement which has these primary components; STA is the lead agency, each jurisdiction will contribute a 1/3 share of the required match funds, the City and the County are to provide an assumed level of development of the Solano County Fairgrounds and the STA will receive prompt electronic reimbursement from the County.

On August 1, 2006, the STA, the City of Vallejo and the County of Solano agreed to the 1/3 funding share for the required local match. Subsequently, the STA, the City of Vallejo and the County of Solano staff agreed with the terms and conditions of the funding agreement.

At the August 30, 2006 Technical Advisory committee (TAC), this proposed action received unanimous consent to send a recommendation to the STA Board allow the Executive Director to enter into a funding agreement between the STA, the City of Vallejo, and the County of Solano. In addition, the TAC recommended the STA Board allocate \$80,000 of State Transit Assistance Funds (STAF) for STA's share of the local match.

Fiscal Impact:

The engineering services for the PSR of the I-80 HOV Lane/Turner Pkwy Project will be primarily funded with the County of Solano \$2.8 million federal earmark entitled "I-80 HOV Lanes/Interchange Construction in Vallejo." Each jurisdiction will contribute 1/3 of the required local match funds. Specifically, the STA will use \$80,000 of State Transit Assistance Funds (STAF) for the local match.

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for \$1,200,000 for the I-80 HOV Lane/Turner Overcrossing PSR.
2. The allocation of \$80,000 State Transit Assistance Funds (STAF) for STA's 1/3 share of the required local match.

Attachment:

- A. Draft Funding Agreement for the I-80 HOV Lane/ Turner Overcrossing Project Study Report between the Solano Transportation Authority, the City of Vallejo, and the County of Solano.

DRAFT

STA Agreement No. _____

**FUNDING AGREEMENT
FOR THE VALLEJO-TURNER OVERCROSSING
PROJECT STUDY REPORT (2006)
BETWEEN
SOLANO COUNTY, CITY OF VALLEJO
AND THE SOLANO TRANSPORTATION AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2006, by and between the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "STA", SOLANO COUNTY, a body corporate and politic, hereinafter referred to as "COUNTY", and the CITY OF VALLEJO, a municipal corporation, hereinafter referred to as "VALLEJO";

RECITALS

WHEREAS, COUNTY, VALLEJO and STA desire to study alternatives along I-80 in Vallejo. The study will consider and study alternative improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, a new Turner Parkway Interchange, improvements on State Route (SR) 37, Park-and-Ride Lot, Direct HOV Lane connections from a new Turner Parkway Overcrossing and/or Interchange, and HOV Lanes. In addition, the study will also consider major adjacent street improvements within the City of Vallejo as a result of the potential devolvement of the Solano County Fairgrounds. These major street improvements are the improvements necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds. These identified improvements will be the scope of the I-80 HOV Lanes/New Turner Pkwy Overcrossing Project Study Report (PSR). These improvements constitute the Study as discussed in this funding agreement. These improvements and other design matters for the enhancement of public transportation in and about the City of Vallejo through the Staff of STA and such underlying consultant services agreements between STA and transportation planning and engineering providers as are necessary and appropriate; and

WHEREAS, COUNTY has agreed to contribute \$960,000 of Federal Earmark titled "I-80 HOV Lanes/Interchange Construction in Vallejo" toward the funding of the Study which funding has been received by COUNTY. This is following a joint effort by STA and COUNTY to secure such funding. This Federal Earmark will require a local match of 20%. This local match of \$960,000 is \$240,000. The COUNTY, the CITY and STA each agree to contribute one third (1/3) of this required local match amount; and

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

WHEREAS, the STA will be responsible for the contracting out of the Study; and

WHEREAS, COUNTY has determined that the expenditure of funds to assist with preparation of said Study will advance a public purpose and is therefore permitted by law.

WHEREAS, VALLEJO has determined that the expenditure of funds to assist with preparation of said Study will advance a public purpose and is therefore permitted by law.

WHEREAS, the STA will use the City of Fairfield, through a separate agreement, to provide a special modeling run for this Study using the Solano Napa Travel Demand Traffic Model.

WHEREAS, VALLEJO and COUNTY agree to provide to the STA an assumed future development level and timing of the Solano Fairgrounds project as a basis for the special modeling run.

WHEREAS, VALLEJO concurs that the Study is not intended to evaluate the needs of the local road system within VALLEJO, with the exception of major adjacent street improvements within the City of Vallejo as a result of the potential devolvement of the Solano County Fairgrounds. These major street improvements are the improvements necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds.

WHEREAS, VALLEJO and COUNTY agree to the scope of work for the Study and provided under separate cover dated August XX, 2006. This scope of work includes the area of study within the City of Vallejo.

TERMS

NOW, THEREFORE, STA and COUNTY, in consideration of the promises herein, agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire on completion and acceptance by STA of the I-80 HOV Lanes/New Turner Pkwy Overcrossing Project Study Report (PSR), unless terminated earlier in accordance with Paragraphs 7 or 8; except that the obligations under Paragraph 6 (Indemnification) shall continue in full force and effect after said expiration date or early termination as to the liability for acts and omissions occurring during the term of this Agreement.

2. **Scope of Services.** STA has worked cooperatively with COUNTY to fund the Project Study Report (PSR). Prior to such funding, in July 2004, STA completed the I-80/I-680/I-780 Major Investment and Corridor Study. This study identified the I-80 Westbound and Eastbound HOV Lane Project between SR 37 and the Carquinez Bridge. Currently, Caltrans has completed the PSR for the Westbound I-80 HOV Lane from Magazine Street to

the Carquinez Bridge. Therefore, this specific PSR scope (Westbound I-80 from Magazine Street to Carquinez Bridge) will not be completed as part of the STA PSR, but will be a considered document for the new PSR.

This I-80/I-680/I-780 Major Investment and Corridor Study also identified improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, a Park-and-Ride Lot and HOV Lanes. These identified improvements are included in the scope of the I-80 HOV Lanes/New Turner Pkwy Overcrossing PSR. In addition, the study will also consider a new Turner Parkway Interchange, improvements on State Route (SR) 37, and direct HOV Lane connections from a new Turner Parkway Overcrossing and/or Interchange.

The PSR will be comprised of two primary components: 1.) the I-80 HOV Lanes and a Park-and-Ride Lot and improvements to Redwood Parkway/I-80 Interchange, and 2.) the improvements to the highway system and major City of Vallejo streets necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds as a result of the development of the Fairgrounds. These improvements include; new Turner Parkway Overcrossing, a new Turner Parkway Interchange, direct HOV Lane connections from a new Turner Parkway Overcrossing and/or Interchange, improvements on SR 37 and improvements to major City of Vallejo streets adjacent to the Fairgrounds.

3. Compensation; Obligation for Matching Funds.

This Agreement results from the receipt by COUNTY of an "earmark" in Federal funds for this project. Relative to such Federal funding, the following process shall apply:

A. COUNTY shall pay STA upon receipt of an invoice requesting payment from COUNTY for an amount not to exceed \$1,120,000 following execution of this agreement by both parties. Should STA hire consultants to perform the study or parts thereof, STA shall provide copies of any such invoices upon request by COUNTY.

B. STA will provide to the COUNTY documentation of STA expenditure of the one third (1/3) local match share.

C. CITY will provide to the COUNTY their local match share of one third (1/3) upon request by the COUNTY.

D. COUNTY will be fully responsible for their local match share of the Federal earmark.

4. Method of Payment. All payments shall be made only upon presentation by STA to COUNTY of an invoice(s) in a form acceptable to COUNTY with required back-up documents acceptable to the COUNTY. Payment shall be made to the STA up to the actual amount expended by the STA as stated in paragraph 3. Payment for the work shall be made by an electronic funds transfer. The process of this method of payment shall as follows:

A. STA will submit to the COUNTY a copy of an actual invoice by a consultant or the STA for staff costs/hours for work required to complete the STUDY;

B. COUNTY will review these invoice(s) concurrently with the STA;

C. STA will notify designated COUNTY employee within five days of submitting invoice(s) if there are any changes to the invoices as billed. Within five days, STA will send the COUNTY an approved invoice for payment;

D. STA will process payment to the consultant based on the approved invoice amount;

E. Within three days of STA notice of the approved invoice to the COUNTY, COUNTY will deposit into the STA bank account, the amount equal to the approved invoice.

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

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

7. **Termination for Cause.** If, after written notice and 10 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may, in addition to any other remedies it may have, terminate this Agreement by giving fifteen (15) days written notice to the defaulting party in the manner set forth in Section 11 (Notices).

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

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

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

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

prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

<u>STA</u> Daryl Halls Executive Director One Harbor Center, Suite130 Suisun City, CA 94585	<u>VALLEJO</u> John Thompson City Manager 555 Santa Clara Street Vallejo, CA 94590	<u>COUNTY OF SOLANO</u> Birgitta E. Corsello Director of Resource Management 675 Texas Street, Suite 5500 Fairfield, CA 94533
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12. **Subcontracts.** STA is hereby given the authority to contract for any and all of the tasks necessary to create the Study.

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

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

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

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

17. **Non-Discrimination Clause.**

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

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

18. **Access to Records/Retention.** COUNTY, any federal or state grantor agency

funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the STA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, STA shall maintain all required records for three years after COUNTY makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

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

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

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

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

SOLANO COUNTY
A municipal corporation

SOLANO TRANSPORTATION
AUTHORITY

By: _____
Birgitta E. Corsello,
Director of Resource Management

By: _____
Daryl Hallis, Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Lori Mazzella, County Counsel

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF VALLEJO,
A municipal corporation

By: _____
John Thompson, City Manager

APPROVED AS TO FORM:

By: _____
Fred Soley, City Attorney

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DATE: September 1, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Preliminary Engineering Priorities for Caltrans Oversight

Background:

A Project Study Report (PSR) is a preliminary engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSR's will to be completed by a local agency still requires Caltrans oversight and ultimate approval.

Throughout Solano County, several local agencies have initiated or are about to initiate PSR's which will require Caltrans oversight and approval. This effort requires Caltrans to provide adequate resources to fulfill the responsibility of this oversight.

However, the State Highway Operations & Protection Program (SHOPP) projects (which Caltrans is the lead agency), will take a priority over local projects given Caltrans mission for preservation of the State Highway System.

Discussion:

On August 1, 2006 STA was contacted by Lee Taubeneck, Deputy District Director, Caltrans District 4. He is responsible for the Local Assistance and Planning Group at Caltrans District 4. STA was requested to provide a recommendation of priority preliminary engineering projects for oversight by Caltrans. This request stems from an apparent 20% reduction of District 4 Caltrans Planning Division resources.

Caltrans' State Highway Operations & Protection Program (SHOPP) projects will take a priority for the use of these staff resources, given Caltrans' priority for highway preservation.

Based on responses from the Solano County local agencies, the following list of projects were submitted to STA for consideration by the TAC in seeking prioritization of work for Caltrans oversight during FY 2006-07:

Vallejo: I-80/American Canyon/ Hiddenbrooke Interchange PSR
 Benicia: State Park Road Bike/Pedestrian Bridge
 Fairfield: North Texas Street Overcrossing Improvements PSR/PR
 Vacaville: Lagoon Valley Blvd./EB I-80 Ramps PSR/PR
 I-505 SB Ramps/Vaca Valley Pkwy Interim Signal Widening Project PSR
 California Drive PSR
 I-505 Weave Correction Project PSR
 STA: I-80 HOV Lane/Turner Overcrossing PSR
 Rio Vista Preliminary Bridge Study
 State Route (SR) 12/Church Road PSR
 County: None
 Suisun City: None
 Rio Vista: None
 Dixon: None

According to Caltrans they have received staff funding only for the projects as shown below. Of these projects only two are not SHOPP projects (the non-SHOPP are *italicized*).

Rte	Work Description	Location	Est. Hours
12	Roadway Rehabilitation	Curie Rd to SR 84	1800
80	<i>Eastbound Aux lanes; Travis Blvd to AB Parkwy</i>	<i>Fairfield</i>	<i>1800</i>
80	RWQCB mandated improvements (Cease & Desist order); Constrx followup	Nr. Red Top Rd.	1250
80	<i>North Texas Street Overcrossing Improvements</i>	<i>Fairfield</i>	400
80	Roadway Rehabilitation	Leisure Town OC to Pedrick	1000
80	Capital Preventative Maintenance	Pedrick Rd OC - Sol/Yol County Line	600
80	Roadway Rehabilitation	Leisure Town OC to Pedrick	1000
113	Roadway Rehabilitation		1800
113	Roadway Rehabilitation	SR12 to Alamo Crk Br	1800
Varies	Install Transportation Management System TMS Elements		1000

Caltrans has indicated that a project which was intended to be done by Caltrans as the lead agency could be swapped out for oversight project(s). In general this swap produces two (2) or three (3) oversight projects for every one (1) that Caltrans would have done.

Based on the need throughout the County, it is recommended that a two-year plan be developed for these local oversight projects. This two-year plan would provide a prioritization of the projects based on available funding for the construction and regional equity. As provided above, five (5) agencies have preliminary engineering oversight needs.

Here is the local list of projects with information on the funding:

Agency	Project	PSR	Construction
Vallejo	I-80/American Canyon/ Hiddenbrooke Interchange PSR	Funded	Funded
Benicia	State Park Road Bike/Pedestrian Bridge	Funded	Funded
Fairfield	North Texas Street Overcrossing Improvements PSR/PR	On-going	Funded
Vacaville	Lagoon Valley Blvd./Ramps PSR/PR	Funded	Funded
Vacaville	Vaca Valley /I-505 Signal and Ramp Project	Funded	Funded
Vacaville	California Drive PSR	Funded	Not Funded
Vacaville	I-505 Weave Correction Project PSR	Not Funded	Not Funded
STA	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Not Funded
STA	Rio Vista Preliminary Bridge Study	Funded	Not Funded
STA	State Route (SR) 12/Church Road PSR	Funded	Funded

As the City of Fairfield's project has been ongoing for nearly two years, it is recommended this project continue to move forward with Caltrans oversight as it is nearly completed.

As many of the pending locally sponsored PSR's are funded for construction, and the I-80 Auxiliary Lane project is not, it would make the most sense to shift the unfunded project out to FY 2007-08. By doing so, Caltrans can complete 2 to 3 oversight projects. In addition, through discussions with the members of the Technical Advisory Committee (TAC), it may be possible to complete two of the locally sponsored projects by the Caltrans encroachment permit process. Whereas, if the amount of the project within the Caltrans Right-of-Way is less than \$1 million the work can be done by an encroachment permit. These two projects are the Vallejo I-80/American Canyon/ Hiddenbrooke

Interchange and Vacaville's Vaca Valley /I-505 Signal and Ramp Project. Should these projects qualify for this Caltrans process, they would not require a PSR. As such, the proposed FY 2006-07 accounts for this potential.

With the pending adoption of the STA Board of project priorities for funding, it is expected that a two-year plan will have to be reviewed and potentially updated in late 2006.

Based on the above recommendation as a basis of the development of the two-year plan, here is the proposed two-year plan:

FY 2006-07				
Priority	Agency	Project	PSR	Construction
1	Vacaville	Lagoon Valley Blvd./Ramps PSR/PR	Funded	Funded
2	STA	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Not Funded
3	STA	State Route (SR) 12/Church Road PSR	Funded	Funded
4	Benicia	State Park Road Bike/Pedestrian Bridge	Funded	Funded
5	Vallejo	I-80/American Canyon/ Hiddenbrooke Interchange PSR	Funded	Funded
6	Vacaville	Vaca Valley/I-505 Signal and Ramp Project	Funded	Funded
FY 2007-08				
Priority	Agency	Project	PSR	Construction
	STA	Rio Vista Preliminary Bridge Study	Funded	Not Funded
	Vacaville	California Drive PSR	Funded	Not Funded
	Vacaville	I-505 Weave Correction Project PSR	Not Funded	Not Funded
	Caltrans	I-80 EB Aux lanes; Travis Blvd to AB Pkwy PSR	Not Funded	Not Funded

This proposed two-year plan was put together based on input by the TAC on August 30, 2006. The TAC recommended this two-year plan be adopted by the STA Board and forwarded to Caltrans for implementation.

Fiscal Impact:

Generally there are no fiscal impacts for this issue as this subject is related to the development of priorities.

Recommendation:

Adopt the two-year plan for Caltrans oversight as specified in Attachment A for Solano County.

**STA Two-Year Plan for Caltrans Oversight of Project Study Reports
August 2006**

FY 2006-07				
Priority	Agency	Project	PSR	Construction
1	Vacaville	Lagoon Valley Blvd./Ramps PSR/PR	Funded	Funded
2	STA	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Not Funded
3	STA	State Route (SR) 12/Church Road PSR	Funded	Funded
4	Benicia	State Park Road Bike/Pedestrian Bridge	Funded	Funded
5	Vallejo	I-80/American Canyon/ Hiddenbrooke Interchange PSR	Funded	Funded
6	Vacaville	Vaca Valley/I-505 Signal and Ramp Project	Funded	Funded
FY 2007-08				
Priority	Agency	Project	PSR	Construction
	STA	Rio Vista Preliminary Bridge Study	Funded	Not Funded
	Vacaville	California Drive PSR	Funded	Not Funded
	Vacaville	I-505 Weave Correction Project PSR	Not Funded	Not Funded
	Caltrans	I-80 EB Aux lanes; Travis Blvd to AB Pkwy PSR	Not Funded	Not Funded

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DATE: August 30, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Update of Fiscal Year (FY) 2006-07 Intercity Transit Funding Agreement / Route 90

Background:

In Fiscal Year (FY) 2005-06, the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano County intercity transit routes. All Solano County intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) Working Group was formed by representatives from each Solano County city and the County of Solano to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Funding Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

Discussion:

Although the STA Board authorized the development and execution of a one-year ITF agreement to reflect the fund sharing among local jurisdictions, the circulation of the agreement was delayed due to one major outstanding issue which has now been resolved.

The FY 2006-07 ITF Agreement assumed the streamlining and transfer of Route (Rt.) 90 from Vallejo Transit to Fairfield/Suisun Transit effective October 1, 2006. Fairfield/Suisun Transit (FST) had set forth four conditions that needed to be settled before agreeing to operate Rt. 90. Regional Measure (RM) 2 funding for only FY 2006-07 had been agreed upon and FST requested clarity of RM 2 funds beyond this fiscal year. FST requested that the STA take the lead on facilitating the resolution of this issue.

Concurrently, both Vallejo Transit and FST requested higher levels of RM 2 for the RM 2 eligible transit service that they operate. The collective amount of RM 2 funds requested exceeded the amount available.

After several weeks of negotiation among FST, Vallejo Transit and the STA, a resolution has been reached. FST will take over the operation of Rt. 90 effective October 1, 2006. With the agreed upon resolution, additional Northern County State Transit Assistance

Funds (STAF) were assumed to make up for funding shortfalls identified by the two transit operators. This is further outlined in the Board STAF amendment agenda item. In addition, as part of the RM2 negotiations, FST requested that the STA take responsibility for the management of Rt. 90 in the long-term which the STA staff has agreed to be effective with the October 1, 2006 service change. This is similar to the STA's oversight of Rt. 30. With the resolution of Rt. 90's operation, the Intercity Transit Funding agreement for FY 2006-07 can move forward and be executed by all parties.

Along with a number of service changes, fare changes were also included in the ITF and have been approved throughout the county. A marketing campaign is being developed to promote intercity bus services throughout Solano County this fall. The marketing campaign is important to inform the public of the changes as well as minimize ridership and fare revenue loss. The STA is spearheading this effort, coordinating with the ITF group and utilizing the resources of the STA's marketing consultants, Moore Iacofano Goltsman, (MIG), Inc. An initial meeting was held with the Intercity Transit Funding group in early August to solicit input on the message and identify specific needs of their transit constituency.

MIG has designed a general concept which is under review. This includes a proposed an identity change from SolanoLinks to SolanoExpress. SolanoLinks was the first identity applied to Solano's countywide system of intercity services. Since its initial use in the mid-1990s, services have been matured and been streamlined. SolanoExpress represents these faster, streamlined and more appealing levels of service. Staff recommends the fall marketing campaign use the "SolanoExpress" identity and that "SolanoExpress" replace SolanoLinks in future marketing efforts.

STA staff has been working with transit operators to receive input on the initial design and to identify bus shelter, bus backs, and other locations where the messages can be placed. In addition, the STA has been working to secure space in other mediums: freeway electronic billboards, radio, print ads, etc. The general intercity transit promotion will be accompanied by specific service change information for each route and/or community. This will be available in hard copy and electronically. The countywide SolanoLinks/SolanoExpress transit map will also be updated as part of this effort. Executing the marketing campaign for public release in September before the final major changes October 1st is the next priority for the STA and the ITF group.

As a joint effort with the transit operators, STA staff is proposing the incorporation of a free or discounted fare element to this promotional campaign. This is being proposed to encourage new riders and to incentivize current riders to continue to use SolanoExpress bus service. An update of this and the marketing campaign overall can be provided at the Board meeting.

Fiscal Impact:

The marketing of intercity transit service is currently in the STA budget and no new funding is being requested for this purpose. If a promotion to offer free rides to existing or new passengers is included as an element of this campaign, additional STAF funds will be necessary to implement this incentive. This has been included in a proposed amendment of STAF funds in a separate STA Board agenda item.

Recommendation:

Approve the following:

1. Authorize the STA to assume responsibility for management of Route 90.
2. Authorize the Executive Director to enter into an agreement with Fairfield/Suisun Transit concerning the operation of Route 90.
3. Authorize staff to establish a new marketing identity for Solano County's intercity transit services called "SolanoExpress".

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DATE: August 31, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to Schools (SR2S) Phase 2 Public Input Process and Materials

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.

Phase 1 Status:

The STA has provided presentations to all city councils and school boards, and the County Board of Supervisors. Follow up letters were sent asking for school board and city council appointments to their local SR2S Community Task Force to participate in the Phase 2 of the SR2S public input process.

Discussion:

On June 19, 2006, the STA Board expanded the scope and budget of the public input process to include greater public involvement. The Draft SR2S Phase 2 public input process is designed as a model for local community task forces to create a list of local SR2S projects and programs as well as have their city council and school board adopt those lists (see attachment A). The SR2S Phase 2 public input process and materials are composed of the following:

- Three (3) community taskforce meetings,
 - SR2S introduction and school walking audit for training
 - Review of draft Local SR2S Plan based on school walking audits
 - Final review of Local SR2S Plan before sent to the City Council and School Board for adoption.
- SR2S Toolkit of projects and programs for guidance (provided before the first meeting)
- A school walking audit checklist and SR2S project proposal form.

The SR2S Steering Committee, composed of a countywide representation of agencies that will be sponsoring SR2S projects and implementing SR2S programs, has reviewed the Draft SR2S

Phase 2 public input process and materials at their last two meetings. Some concerns were addressed by the steering committee such as:

- Maintaining the feasibility and flexibility of carrying out the process by public works staff and school districts,
- Considering bicycling and walking properly during school audits,
- Maintaining realistic implementation awareness amongst SR2S participants and the public,
- Attention to the SR2S goals, objectives, and performance measures adopted by the STA Board,
- Inclusion of various SR2S projects and program examples in the SR2S Toolkit.

On August 31, the STA TAC forwarded a recommendation to the STA Board to adopt the Safe Routes to School Phase 2 Public Input Process and Materials provided that the public input process would remain flexible to the needs of each community.

Once the STA Board has adopted the SR2S Phase 2 Public Input Process and Materials, community task forces will have the tools to begin their walking audits and committee meetings possibly as early as the beginning of October 2006.

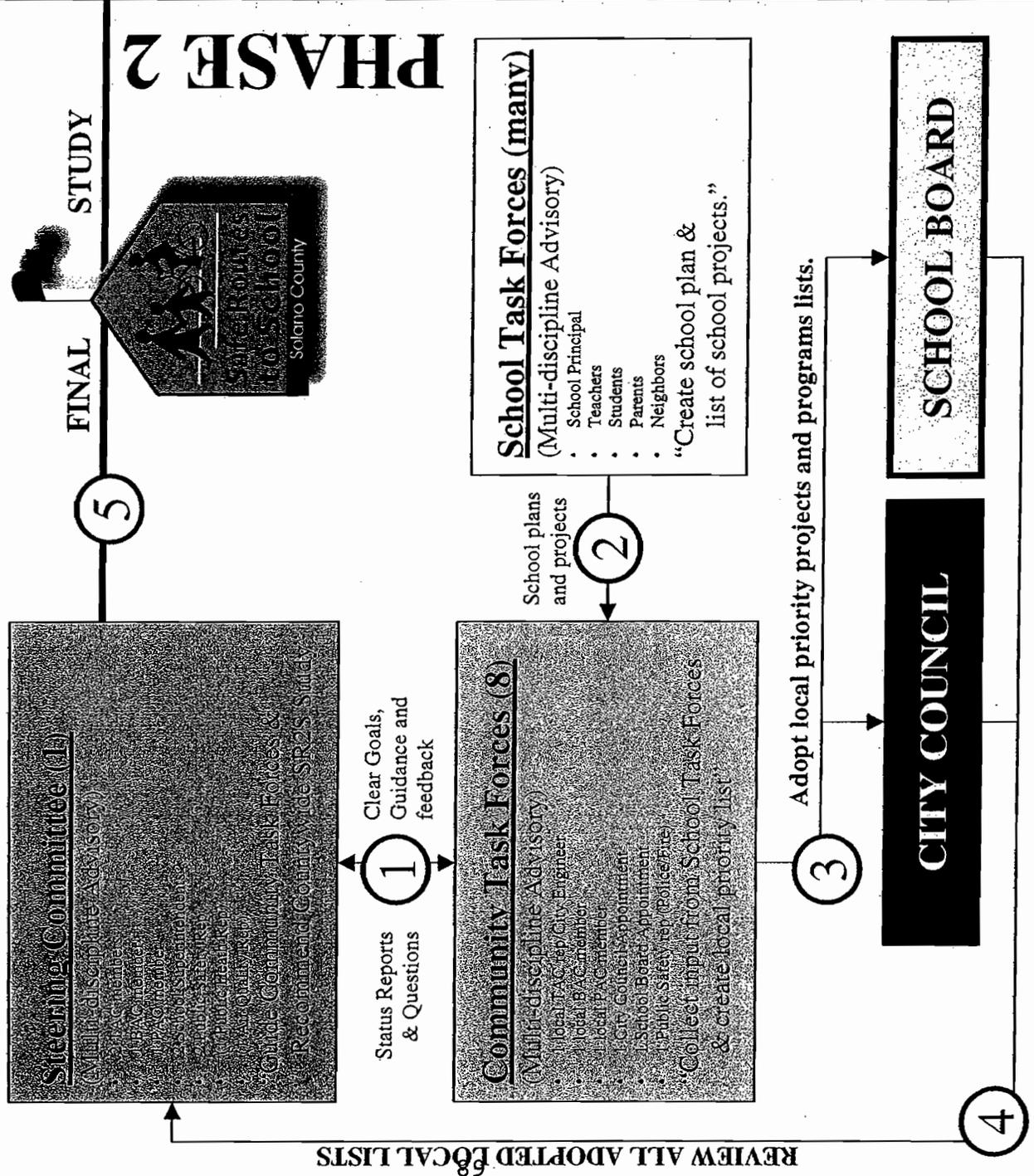
Recommendation:

Adopt the Safe Routes to School (SR2S) Phase 2 Public Input Process and Public Meeting Materials provided that the public input process will remain flexible to the needs of each community.

Attachments:

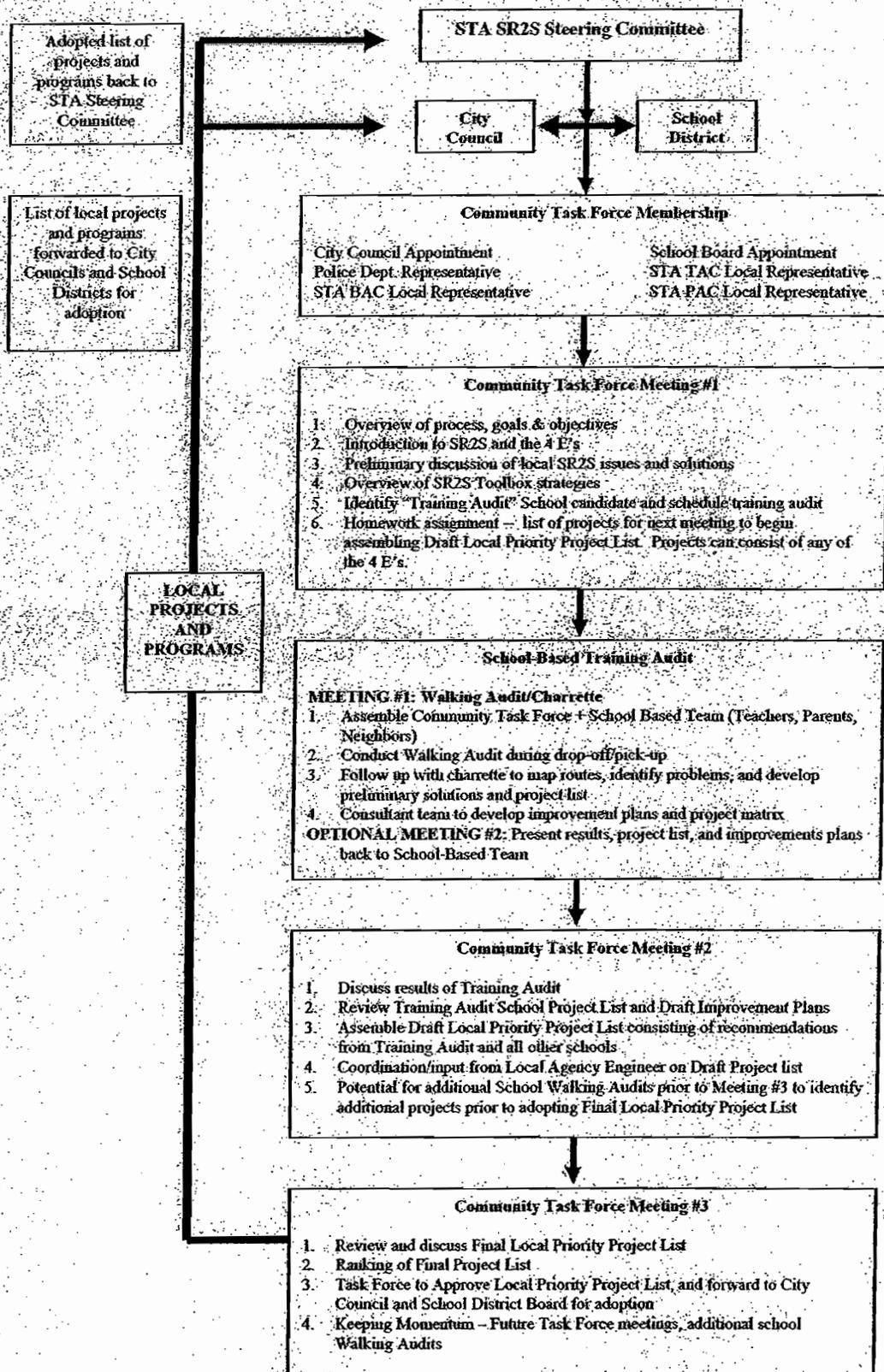
- A. SR2S Process Flowchart
- B. SR2S Public Input Process Flowchart and Sample meeting agendas
- C. SR2S Toolkit and School Audit Checklist (Final Draft to provided under separate cover.)
- D. SR2S Project Proposal Form (provided under separate cover)

STA Safe Routes to School (SR2S) Flowchart



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STA Safe Routes to School Program: Community Task Force Process



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SR2S

SAFE ROUTES TO SCHOOL COMMUNITY TASK FORCE

MEETING #1

Date TBA

Location TBA

NO.	ITEM	
I.	Call to Order; Self Introductions	Sam Shelton, STA
II.	Brief Introduction on the SR2S Countywide Process to date	Sam Shelton, STA
III.	Process, Goals and Objectives	Brett Hondorp, Alta
IV.	Powerpoint Presentation – SR2S and the 4 E’s	Brett Hondorp, Alta
V.	Preliminary Discussion of Local SR2S Issues	Group
VI.	SR2S Toolbox – Overview of Strategies	Brett Hondorp, Alta
VII.	Identify Likely “Training Audit” Schools and Schedule Audits	Group
VIII.	Homework Assignment – List of projects for following meeting to begin to assemble Draft Local Priority Project List	Group
VI.	ADJOURNMENT	Sam Shelton, STA

Set next meeting date

SR2S

SAFE ROUTES TO SCHOOL COMMUNITY TASK FORCE

MEETING #2

Date TBA

Location TBA

NO.	ITEM	
I.	Call to Order; Self Introductions	Sam Shelton, STA
II.	Discuss Results of Training Audit	Sam Shelton, STA
III.	Review Project List developed from Training Audit	Brett Hondorp, Alta
IV.	Review Draft Improvement Plans developed from Training Audit	Brett Hondorp, Alta
V.	Begin assembling Draft Local Priority Project List	Group
VI.	Schedule Additional School-Based Audits	Group
VI.	ADJOURNMENT	Sam Shelton, STA

Set next meeting date

SR2S

SAFE ROUTES TO SCHOOL COMMUNITY TASK FORCE

MEETING #3

Date TBA

Location TBA

- | NO. | ITEM | |
|-------------|--|------------------------|
| I. | Call to Order; Self Introductions | Sam Shelton, STA |
| II. | Review additional School Audit Results | Group |
| III. | Review of Final Local Priority Project List | Brett Hondorp,
Alta |
| IV. | ACTION ITEM: | |
| | A. Approve Local Priority Project List, and forward recommendation to City Council and School District Board for adoption | Group |
| V. | Keeping Momentum – Scheduling future (ongoing) Task Force meetings, or additional school Walking Audits | Group |
| VI. | ADJOURNMENT | Sam Shelton, STA |

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DATE: September 1, 2006
TO: STA Board
FROM: Chuck Lamoree, Legal Counsel
RE: STA Board's Advisory Committee Letter Writing Policy

Background:

On February 10, 1993, the Solano Transportation Authority (STA) Board adopted a policy regarding advisory committee letters and other communications to outside agencies. This policy applied to the STA's Technical Advisory Committee (TAC), SolanoLinks Transit Consortium (Consortium), Solano Bicycle Advisory Committee (BAC), Solano Pedestrian Advisory Committee (PAC), and Paratransit Coordinating Council (PCC).

Discussion:

Although the current STA committee letter writing policy still applies, the policy is thirteen years old and is currently not included in the TAC, Consortium, BAC, PAC, or PCC bylaws. Staff is requesting the STA Board re-confirm this policy and recommends that the advisory committee bylaws be revised to include the following language:

“Letters written by Authority Committees that are directed outside the Authority must be reviewed by the Executive Director and if in the opinion of the Executive Director, the contents and intent of the letter is either non-controversial or consistent with Board policies, the letter will be sent out. In all other cases the letter must be approved by Board action.”

Recommendation:

Approve the following:

1. Reconfirm the Solano Transportation Authority (STA) Board's advisory committee letter writing policy.
2. Revise the Technical Advisory Committee (TAC), SolanoLinks Transit Consortium (Consortium), Solano Bicycle Advisory Committee (BAC), Solano Pedestrian Advisory Committee (PAC), and Solano Paratransit Coordinating Council (PCC) Bylaws to include the STA Board's advisory committee letter writing policy and to include that policy in any new advisory committees established in the future.

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DATE: September 1, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 2006 State Highway Operations & Protection Program (SHOPP) Update
and 2007 Ten-Year SHOPP

Background:

On March 16, 2006 the California Transportation Commission (CTC) approved the 2006 State Highway Operations & Protection Program (SHOPP) FY 2006-07 through FY 2009-10. This adopted SHOPP included \$233.9 million for Solano County projects. At the July 2006 CTC meeting, the 2006 SHOPP was updated and adopted. Changes have occurred on the updated 2006 SHOPP for Solano County.

In addition, Caltrans is also beginning the process of adopting the financially constrained 2007 Ten-Year SHOPP. The purpose is to identify specific projects that will contribute towards achieving each Caltrans local district portion of the Statewide SHOPP performance goals. All available funding (\$1.9B per year) in the State Highway Account will be dedicated to fund SHOPP projects.

The Ten-Year SHOPP provides input for the funding distribution in the Fund Estimate (FE) adopted by the CTC in August of each odd-number year. The FE, with its financial constraints, establishes the framework for how much SHOPP work can be accomplished in the following four years. Subsequent Plans are greatly dependant on the level of resources provided for in the FE.

Discussion:

The updated 2006 SHOPP for Solano County is shown in Attachment A. For comparison, the 2006 SHOPP as adopted by the CTC in March is provided in Attachment B. Thirteen (13) amendments have been made to the 2006 SHOPP since it was adopted on March 16th. These amendments have included changes for projects in Solano County.

Overall for Solano County six (6) new projects were added and three (3) projects were removed. The most significant changes include:

- Updated Cost
I-80 pavement rehabilitation project between Fairfield and Vacaville cost increase of \$35.6 million (FY 2009-10)
- New Project
State Route (SR) 12 Chadburn Rd. past Union Creek, pavement rehabilitation, \$7.9 million (FY 2006-07)

- New Project
SR 12 in Rio Vista Currie Rd. to Drouin Dr. install soft median barrier and shoulder rumble strip, \$0.5 million (FY 2006-07)Delayed Project – SR 12 Truck Climbing Lane delayed from FY 2007-08 to FY 2008-09
- Removed Project
I-80 Contra Costa County to Yolo County, install Traffic Management System (TMS) elements, \$32 million

Specifics on some of these projects are:

I-80 Pavement Rehabilitation Projects

Caltrans replied to STA Chair Len Augustine’s May 2006 letter regarding the I-80 rehabilitation project between the City of Fairfield and the City of Vacaville on June 29, 2006. In this letter, Caltrans committed to advancing the project two years from FY 2009-10 to FY 2007-08. At that time the project would go to CTC for funding, should the funds be available. The pavement rehabilitation will crack and seat the concrete slabs and overlay the pavement approximately 5 inches, thus making this a twenty (20) year pavement rehabilitation strategy.

For the pavement rehabilitation projects through the City of Vallejo, Caltrans modified the design from a ten (10) year rehabilitation strategy to a twenty (20) year rehabilitation strategy. These projects are scheduled to be advertised for construction in FY 2007-08.

SR 12 East Projects

On June 14, 2006 STA Chair Len Augustine sent a letter to Caltrans requesting an action plan for completing the environmental document for the two major safety projects along this portion of SR 12. These projects have been programmed in the SHOPP starting in 1998. Since this time, Caltrans has been working on these projects without results. As of August 16, 2006 STA has not received a response from Caltrans. Staff has scheduled a follow-up meeting with District IV management staff.

The 2007 Ten-Year SHOPP is important as it will be used as the basis for Caltrans requests for capital funds in the 2007 Fund Estimate. The process for the 2007 Ten-Year SHOPP follows the following timeline:

August – September 2006	Caltrans local district’s work on FC 2007 SHOPP Plan
September – January 2006	Caltrans internal review
January 31, 2007	2007 Ten-Year SHOPP submitted to the CTC by for review and comments.
May 1, 2007	2007 Ten-Year SHOPP submitted to the Governor and State Legislature.

Recommendation:

Informational.

Attachments:

- A. Updated and Adopted 2006 SHOPP as of July for Solano County
- B. 2006 SHOPP for Solano County as originally adopted in March 2006

2006 SHOPP Project List
Solano
(\$1,000)

Excludes: Seismic Retrofit Bond
Funded projects

Sorted by: County, Program
Category, Route and Post Miles

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>	<u>State Support</u>
<u>Emergency Response</u>										
80	R9.6	Near Fairfield - west of Lynch Road to west of Red Top Road - required mitigation for EA 259014	5304D	25902	201.130	2009/10	5	563	568	416
<u>Collision Reduction</u>										
80	13.0/42.0	In Solano County - at various locations; also on Routes 505 and 780 - remove gore signs and replace with overhead signs	5301C	27100	201.015	2006/07	0	4,635	4,635	1,851
12	22.7/R23.7	Near Rio Vista - Azevedo Road to Liberty Island Road - shoulder widening	8085A	2A620	201.015	2009/10	10	3,905	3,915	1,252
80	8.1/12.9	Near Fairfield - American Canyon Road to Suisun Creek - upgrade median barrier	5301B	27040	201.020	2007/08	5	5,853	5,858	2,759
<u>Bridge Preservation</u>										
12	26.4	In Rio Vista - Sacramento River Bridge #23-0024 - rehabilitate bridge	0307S	1A280	201.110	2007/08	5	1,050	1,055	2,233
84	2.5	Near Rio Vista - Cache Slough Ferry Bridge # 23-0034 - replace bridge	5402	44630	201.110	2006/07	0	2,921	2,921	1,532
<u>Roadway Preservation</u>										
12	7.9/R14.7	Near Suisun City - east of Scandia Road to Denverton Overhead - rehabilitate roadway	4020B	0T090	201.120	2009/10	98	17,936	18,034	7,818
12	R14.7/R20.6	Near Suisun City - Denverton Overhead to Currie Road - rehabilitate roadway	8059A	0T101	201.120	2009/10	227	28,419	28,646	9,268
80	4.0/8.1	In Vallejo - Tennessee Street to American Canyon Road - rehabilitate roadway	5301G	0T240	201.120	2007/08	10	25,313	25,323	8,659
80	8.1/11.5	Near Vallejo - American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0) - rehabilitate roadway	4318	24090	201.120	2007/08	50	21,845	21,895	6,708

ATTACHMENT A

Excludes: Seismic Retrofit Bond
Funded projects

2006 SHOPP Project List
Solano
(\$1,000)

Sorted by: County, Program
Category, Route and Post Miles

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>	<u>State Support</u>
680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway (required offsite mitigation)	5902A	25872	201.120	2007/08	5	1,247	1,252	1,161
80	15.8/30.9	Near Fairfield - Route 12 to 1 mile east of Leisure Town - rehabilitate roadway	8315D	4C150	201.120	2009/10	10	41,644	41,654	730
505	0.0/10.6	In Vacaville - Route 80 to Yolo County line - rehabilitate pavement	8208	0C830	201.121	2007/08	10	19,346	19,356	653
80	10.0/11.2	Near Cordelia - Lynch Road and Red Top Road - rehabilitate hydraulic culverts	5304C	2A960	201.151	2009/10	5	2,600	2,605	1,008
<u>Mobility</u>										
12	1.5/2.8	In Suisun City - near Red Top Road - construct truck climbing lane	8068	0A040	201.310	2007/08	2,255	8,362	10,617	3,928
80	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals	5301E	27510	201.310	2006/07	2	1,655	1,657	400
80	R24.9/R25.1	In Vacaville - west of Alamo Creek Bridge to Alamo west-bound on-ramp - lengthen on-ramp and widen bridge	5302C	0A090	201.310	2009/10	5	2,846	2,851	1,073
80	Var	In Solano County - Contra Costa County line to Yolo County line - install TMS elements	0263J	3A220	201.315	2009/10	10	31,514	31,524	3,701
<u>Roadside Preservation</u>										
780	1.2/3.4	In Benicia - Hospital Road to 0.5 mile west of West 7th Street - highway planting restoration	0787Y	2A231	201.210	2009/10	5	4,270	4,275	1,147
80	6.6/6.8	In Vallejo - at Hunter Hill Safety Roadside Rest Area - rehabilitate Safety Roadside Rest Area	4319	29900	201.250	2007/08	10	7,978	7,988	4,891
Total Solano							2,727	233,902	236,629	61,188

2006 SHOPP as updated through July CTC Meeting
Solano
(\$1,000)

Route	Post Miles	Location/Description	PPNO	EA	Program Code	Prog Year	State RW	State Const	State Total
<u>Emergency Response</u>									
80	R9.6/0.0	Near Fairfield - west of Lynch Road to west of Red Top Road - required mitigation for EA 259014	5304D	25902	201.131	2009/10	5	563	568
<u>Collision Reduction</u>									
12	20.6/25.6	In Rio Vista - Currie Road to Drouin Drive - install soft median barrier and shoulder rumble strip	8085B	0A210	201.010	2006/07	5	550	555
12	22.7/R23.7	Near Rio Vista - Azevedo Road to Liberty Island Road - shoulder widening	8085A	2A620	201.015	2009/10	10	3,905	3,915
80	13.0/42.0	In Solano County - at various locations; also on Routes 505 and 780 - remove gore signs and replace with overhead signs	5301N	271001	201.015	2006/07	0	4,635	4,635
103	8.1/12.9	Near Fairfield - American Canyon Road to Suisun Creek - upgrade median barrier	5301B	270400	201.020	2007/08	5	5,853	5,858
<u>Bridge Preservation</u>									
12	26.4	In Rio Vista - Sacramento River Bridge #23-0024 - rehabilitate bridge	0307S	1A280K	201.110	2007/08	5	1,050	1,055
84	2.5	Near Rio Vista - Cache Slough Ferry bridge # 23-0034 - replace bridge	5402	44630K	201.110	2006/07	0	2,921	2,921
80	R26.0/R27.2	In Vacaville - Davis Street to Allison Drive at Mason Street #23-0051L/R and Ulatis Creek #23-0052L/R - replace bridges (scour)	5302	4C080K	201.111	2006/07	602	7,441	8,043

2006 SHOPP as updated through July CTC Meeting
Solano
 (\$1,000)

Excludes: Seismic Retrofit Bond Funded projects

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
<u>Roadway Preservation</u>									
12	7.9/R14.7	Near Suisun City - east of Scandia Road to Denverton Overhead - rehabilitate roadway	4020B	OT0900	201.120	2009/10	98	17,936	18,034
12	R14.7/R20.6	Near Suisun City - Denverton Overhead to Currie Road - rehabilitate roadway	8059A	OT1011	201.120	2009/10	227	28,419	28,646
680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway (required offsite mitigation)	5902A	258721	201.120	2007/08	5	1,247	1,252
80	15.8/30.9	Near Fairfield - Route 12 to 1 mile east of Leisure Town - rehabilitate roadway	8315D	4C150	201.120	2009/10	10	77,286	77,296
80	4.0/8.1	In Vallejo - Tennessee Street to American Canyon Road - rehabilitate roadway	5301G	OT240K	201.120	2007/08	10	25,313	25,323
80	8.1/11.5	Near Vallejo - American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0) - rehabilitate roadway	4318	24090K	201.120	2007/08	50	21,845	21,895
12	L2.1/7.9	In Fairfield and Suisun - west of Chadburn Rd. to west of Union Creek - rehabilitate pavement	5001A	0C7901	201.121	2006/07	0	7,923	7,923

Mobility

12	1.5/2.8	In Suisun City - near Red Top Road - construct truck climbing lane	8068	0A040K	201.310	2008/09	2,255	8,613	10,868
80	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals	5301E	27510K	201.310	2006/07	2	1,655	1,657
80	R24.9/R25.1	In Vacaville - west of Alamo Creek Bridge to Alamo west-bound on-ramp - lengthen on-ramp and widen bridge	5302C	0A090	201.310	2009/10	5	2,846	2,851
80	5.6/R28.4	Vallejo to Vacaville - at various locations; also in Napa County at PM 6.8/8.0 - fill in gaps in detection and motorist information systems	0259Q	15290	201.315	2006/07	10	1,200	1,210

**2006 SHOPP as updated through July CTC Meeting
Solano**

(\$1,000)

Sorted by: County, Program
Category, Route and Post Miles

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
80	14.3	Near Fairfield - at Cordelia weigh station (both directions) - replace platform and generator	0017J	1A1100	201.321	2006/07	0	844	844
80	14.4	Near Fairfield - at Cordelia weigh station (both directions) - overlay parking and expand racetrack	0017H	444701	201.321	2006/07	0	712	712
<u>Roadside Preservation</u>									
In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 2)									
80	6.6/6.8	In Vallejo - at Hunter Hill Safety Roadside Rest Area - rehabilitate Safety Roadside Rest Area	4319	29900K	201.250	2008/09	10	8,217	8,227
Total Solano							3,314	232,591	235,905

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DATE: August 30, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement

Background:

In Fiscal Year (FY) 2005-06 the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano County intercity transit routes. All Solano County intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) Working Group was formed by representatives from each city and the county to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, three principles were developed and approved by the STA Board. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

Discussion:

The Intercity Transit Funding Agreement was secured for only one year. Of the three principles approved by the STA Board, the long-term cost-sharing needs to be addressed in FY 2006-07. To secure a longer-term agreement, there was concurrence that additional data needed to be collected to address several concerns that came up during the development of the first Intercity Transit Funding Agreement.

The two primary sets of data that need to be collected are ridership and financial. Ridership data needs to be collected on at least two levels. All routes (local and intercity) need to have comprehensive stop-by-stop ridership counts (on/off) collected at the same time. This data will capture a complete picture of where the ridership is and how it compares across routes and systems. Route level passenger performance, actual boardings by jurisdiction and relative boardings by jurisdiction can be determined. In addition, an on-board survey will need to be conducted to collect passenger residence, ultimate destination, access to transit data, and other information. This will offer more information that could potentially be used for cost-sharing factors in a long-term intercity cost-sharing methodology. The target timeframe to collect this data is late October/early November 2006. Collection of the data at this time will provide time for ridership to

settle after several fare and service changes throughout the county are implemented while allowing time to compile the data early enough in the fiscal year so that there is time to use it in the development of a new intercity transit route cost-sharing methodology. The Request for Proposals (RFP) was released August 1, 2006. Proposals were originally due August 28, but through an addendum this was extended to September 5. Five proposals were received and consultant selection is expected in early September.

The second study that needs to be completed is a Countywide Transit Finance Assessment Study. Throughout the development of the FY 2006-07 Intercity Transit Funding Agreement, there were a number of issues raised related to costs of routes: how costs are allocated among routes, how costs are allocated between local vs. intercity routes. These are:

1. How costs are allocated among routes;
2. How costs are allocated between local vs. intercity routes;
3. How overhead rates are applied; and
4. What is included?

This study would provide a third-party review of these and other financial issues to increase the level of understanding and confidence of costs among intercity transit funding partners. Completing this study early in the fiscal year is critical so that the results are available before determining the cost-sharing methodology for FY 2007-08.

The RFP for the Transit Finance Assessment Study was released the week of August 21, 2006. Proposals are due September 28, 2006. Consultant selection is expected by early October.

Fiscal Impact:

These studies will be funded with the State Transit Assistance Funds (STAF). These two studies were included in the list of projects the STA Board approved in June 2006 to be funded with FY 2006-07 Northern Counties State Transit Assistance Funds (STAF). The STA Board approved the ridership survey as a priority for additional STAF funding if it became available. It has become available and additional funding is being recommended under a separate Board item.

Recommendation:

Informational.



DATE: September 1, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Emergency Ride Home Program Update

Background:

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

An element of SNCI's FY 2005-06 work program is to develop and implement an Emergency Ride Home (ERH) Program for employers in Solano County. The STA Board approved the Emergency Ride Home Program Operating Principles and Parameters in July 2005.

Discussion:

The objective of the Emergency Ride Home (ERH) Program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants (via taxi or rental car) in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative transportation in Solano County.

Marketing of the ERH Program began in February 2006 with press releases to all Solano County newspapers and to KUIC radio. Also, an informational packet was sent to Solano County employers and staff made follow-up calls. There are currently 30 employers in Solano County registered for the ERH Program, representing about 10,165 employees that are eligible to participate. To date, 27 employees have registered with the program. Some of the larger registered employers include Travis Air Force Base, Kaiser Permanente Medical Center, Genentech, the City of Fairfield, and Jelly Belly. Eleven employers with 1-50 employees have also registered, demonstrating how ERH provides great value to smaller employers.

The first and second ERH vouchers were used in early August. In one case, a regular vanpool rider at Travis Air Force Base took a rental car to her home in Sacramento. She rated the service as "excellent" and noted her appreciation of the service. In the other case, a regular carpooler who works at Sears in Fairfield used a taxi ride to return home to Vacaville.

SNCI is currently working with staff at Napa County Transportation Planning Agency to develop the ERH Program in Napa County. Once the program is up and running in Napa County, there will be a concerted marketing effort to recruit new employers and employees from both counties into the ERH Program.

Recommendation:

Informational.

Attachment:

- A. Emergency Ride Home Program Registered Employers

Emergency Ride Home Program Registered Employers

Employer Name	City	Number of Employees	Number of Employees Registered
Benicia Fabrication and Machine	Benicia	110	
Benicia Public Library	Benicia	40	
City of Benicia	Benicia	125	1
Insituform Technologies, Inc.	Benicia	20	
Suisun Bay Reserve Fleet	Benicia	55	
The Henry Wine Group	Benicia	120	
Turnkey Technologies, Inc.	Benicia	25	
Country Bear Electric Inc.	Dixon	18	
Fairfield-Suisun Sewer District	Fairfield	23	2
Caminar - Laurel Creek House	Fairfield	25	
City of Fairfield	Fairfield	600	4
Clorox	Fairfield	85	
CPI Corp. - Sears	Fairfield	50	1
Daily Republic	Fairfield	144	2
Dependable Plastics	Fairfield	40	
Goodrich - AIP	Fairfield	185	
Jelly Belly Candy Company	Fairfield	400	3
Solano Family & Children's Services	Fairfield	68	
California Vegetable Specialties, Inc.	Rio Vista	70	
City of Rio Vista	Rio Vista	65	
Travis AFB	Travis AFB	2500	10
Genentech Inc.	Vacaville	850	3
Pacific - Cycle	Vacaville	50	
City of Vallejo	Vallejo	550	1
Greater Vallejo Recreation District	Vallejo	35	
Kaiser Permanente Call Center	Vallejo	900	
Kaiser-Permanente Medical Center	Vallejo	2800	
Touro University	Vallejo	200	
Valcore Recycling	Vallejo	11	
Vallejo Sanitation & Flood Control District	Vallejo	86	
Vallejo Time-Herald	Vallejo	100	

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DATE: August 16, 2006
 TO: STA Board
 FROM: Robert Guerrero, Senior Planner
 RE: Pedestrian Advisory Committee Priority Pedestrian Projects

Background:

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of the Solano Transportation Authority (STA), Landpeople (consultants for the countywide plan), and the Solano Pedestrian Advisory Committee (PAC). The Countywide Pedestrian Plan was approved and recommended by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort to identify countywide significant pedestrian projects in the Bay Area. The Solano Transportation Authority (STA) was given an award by the Northern California Chapter of the American Planners Association in recognition of the development and implementation of this Pedestrian Plan.

The Plan identified several pedestrian projects in three specific categories: current projects, conceptual projects and priority projects. Each city and the County of Solano have identified at least one priority project included in the plan, as indicated in the following matrix:

Agency	Project
Benicia	State Park Road/I-780 Overcrossing
Dixon	Multi-modal Transportation Center
Rio Vista	Waterfront Plan and Improvement Project
Fairfield	West Texas Street Urban Village Project
Suisun City	Driftwood Drive Pedestrian Project
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
Multi-Jurisdictional (Fairfield, Suisun, and Solano County)	Union Ave (Fairfield) to Main Street (Suisun City) Enhancements Program
Multi-Jurisdiction (Fairfield, Suisun, Solano County, and Vacaville)	Jepson Parkway

On June 14, 2006, the STA Board approved a \$5,000 contract with LandPeople to work with the PAC to update the Countywide Pedestrian Plan pedestrian priority projects.

Discussion:

Landpeople has developed a draft list of criteria to evaluate new and/or revised pedestrian projects proposed to be included in the Countywide Pedestrian Plan Update (see Attachment A). The PAC is scheduled to review the draft criteria at their September 21, 2006 meeting; interested TAC members are encouraged to attend. Once the criteria list is finalized, STA staff will work with Landpeople to create an application for project sponsors to use for their project submittals. Project submittal applications will be due to the STA on October 27, 2006. The PAC will then review the submittals and prioritize the new or revised projects for the newly updated Countywide Pedestrian Plan. Attachment B is a timeline of events as it relates to the update.

Recommendation:

Informational.

Attachments:

- A. Draft Criteria for Prioritizing Pedestrian Projects
- B. Solano Countywide Pedestrian Plan Update Schedule

Draft List – Criteria for Prioritizing Pedestrian Projects

Solano Transportation Authority
Pedestrian Advisory Committee

The Countywide Pedestrian Plan's Overall Goal is:

A complete, safe, and enjoyable system of pedestrian routes and zones in places people need and want to go in Solano County, providing a viable alternative to the use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.

STA and its Pedestrian Advisory Committee can help achieve this goal by providing funds targeted to the most beneficial pedestrian-oriented projects. This will encourage new pedestrian improvement project applications that would otherwise not be developed, and to fund beneficial projects that cannot otherwise be funded.

A potential objective of the project criteria list and screening process is to separate out projects that include elements of pedestrian access, but are primarily focused on purposes for which there are other targeted funding programs, e.g. Safe Routes to School, Transportation Livable Communities (TLC), Bicycle Transportation Account.

If pedestrian-specific funding is sought for a project with broader purposes, the criteria will help the project sponsor to identify specific pedestrian benefits and features as a separately funded enhancement or addition.

The current Countywide Pedestrian Plan contains planning and design guidelines in Section 5 that provide a basis for criteria for pedestrian-beneficial projects. The draft criteria outlined below have been summarized from these guidelines.

Connections to Transit

1. The project connects to local bus stop(s);
2. Connects to express/regional bus stop(s);
3. Provides amenities for waiting transit riders (benches, lighting, shelter, landscaping, news racks);
4. Connects to regional multi-modal transit hub (bus, carpool, train, ferry).

Overcoming Barriers

The project provides pedestrian access across a previously impassible or unsafe barrier (Project benefit/score should be increased based on distance from an alternative crossing)

1. Freeways/expressways
2. Railroad(s)
3. Arterial roads (4 lanes or greater, 35 mph or greater)

Draft List – Criteria for Prioritizing Pedestrian Projects

Solano Transportation Authority

Pedestrian Advisory Committee

4. Waterways

Creating Walkable Communities

1. The project is part of and consistent with an adopted General Plan circulation element or Pedestrian Master Plan that addresses pedestrian circulation in the City or subarea.
2. The project closes a gap in an adopted regional trail system such as the San Francisco Bay Trail or the Bay Area Ridge Trail.
3. The project is part of an existing or planned mixed use district with housing, shopping, employment, and basic public facilities within ¼ to ½ mile of each other.
4. The project serves residential densities higher than 12 dwelling units per acre
5. The project serves residential densities higher than 24 dwelling units per acre
6. There is a range of densities and land uses within ¼ mile of the project site.
7. The projects provides or improves connection to transit.
8. The project provides access to a site or facility with a demonstrated high use or potential use (park, public building complex, hospital, senior or youth center, major shopping center or downtown commercial district, etc. The higher the quantified population density/total, the higher the score).

Pedestrian-Friendly Site Planning and Design

1. The maximum building footprint in the area served by the project is approximately 30,000 s.f., or 50,000 s.f. for supermarkets.
2. Buildings are sited along and oriented to the street and adjacent sidewalk, rather than parking located between the street/sidewalk and the buildings.
3. The project has an architectural, landscape, and/or sign graphic theme that expresses local identity.
4. The project provides pedestrian amenities:
 - ADA access improvements (all new projects must be fully compliant)
 - A minimum 6 foot pathway or sidewalk width
 - Special decorative paving types
 - Site furniture
 - Landscaping, particularly trees and plantings to separate pedestrians from traffic

Draft List – Criteria for Prioritizing Pedestrian Projects

Solano Transportation Authority

Pedestrian Advisory Committee

- Pedestrian-level lighting
- Space for activities and socializing

Street System Design

If associated with a project including design of new streets, or re-design of existing streets:

1. Streets are in an interconnected grid system with a maximum block length of approximately 330 to 440 feet.
2. If longer blocks are planned or exist, pedestrian connections are provided every 250 to 300 feet.
3. Driveways are consolidated whenever possible, or located on less busy cross streets or alleys.
4. Traffic lanes are relatively narrow (10' to 11') while sidewalks are relatively wide
5. On-street parking is allowed to help buffer pedestrians from traffic.
6. Parking is restricted near crosswalks to avoid obstructing the line of sight of pedestrians and drivers.
7. Speed limits are reduced to no more than 25 mph, and as low as 10 or 15 mph in pedestrian-oriented areas.

Street Crossings

1. The duration of signal intervals is long enough to allow the average pedestrian to complete a street crossing in one cycle (approximately __ seconds, minimum).
2. Pedestrian/bicyclist activated signals are provided.
3. "Count down" signals are provided, giving the time before the signal will turn red.
4. Crossings of wider streets incorporate median or refuge islands, and bulb-outs of the curb and sidewalk to reduce the crossing distance.
5. Pedestrian activated crossing warning lights are provided in locations where the number of pedestrians does not warrant a permanent traffic signal and existing traffic signals are spaced far apart. Such lights can be located overhead or embedded in the road surface.
6. Right turns on red lights are prohibited in busy pedestrian areas.

LandPeople

landscape architects and planners

Draft List – Criteria for Prioritizing Pedestrian Projects

Solano Transportation Authority

Pedestrian Advisory Committee

7. Special crosswalk paving/marketing materials, colors and/or textures
8. Landscaped median and/or planter strips are provided, typically incorporating decorative paving
9. Smaller street corner radii are used to reduce the crossing distance for pedestrians and constrain automobile speeds.
10. Signs are placed in medians or street centers warning drivers of upcoming crosswalks and to stop for pedestrians.

Criteria Scoring Concepts

A sample scoring sheet is attached that illustrates how projects could be scored against these criteria:

1. Each project should be scored against each criterion within the points range based on how completely it fulfills the objective. Some criteria have a higher range than others because they potentially have a more significant benefit.
2. The process of scoring is unavoidably subjective. It would be best to average scores done individually by a few committee and/or staff members, or do as a group and try to keep some continuity in the makeup of the group from year to year.
3. If an objective of the pedestrian project funding program is to avoid funding project that may be better suited to other funding programs, there are various alternatives for accomplishing this:
 - a. Project applications could be scored against at least the basic criteria of programs such as:
 - Safe Routes to School
 - TLC
 - Bicycle Transportation Account
 - b. Projects that would score highly under those programs could have their scores reduced (or be eliminated from consideration?) for the Pedestrian Project funds.
 - c. Alternatively, it could be a condition of the Program that a project cannot receive Pedestrian Program funds if it has received funding from these other programs.

Draft List – Criteria for Prioritizing Pedestrian Projects

Solano Transportation Authority

Pedestrian Advisory Committee

- d. Or, it could be left up to the Pedestrian Advisory Committee to determine on a case-by-case basis whether they wanted to combine the Program funding with that from another program.
4. Finally, to factor the score between larger, more complex and expensive projects and smaller projects, the overall score should be divided by the amount of the grant request. This would tend to favor agencies that are able to provide a significant portion of the project cost.

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Solano Countywide Pedestrian Plan Update Schedule July 24, 2006

Project Milestones:

September 21th - PAC meeting

- Present a draft methodology for PAC to discuss and provide input (Consultant).
- Present status report on current projects (STA staff).

September 27th - TAC meeting

- STA staff provides an overview of the update process and makes a request for new and/or revised pedestrian projects to be included in the updated plan (STA staff).

October 27th

- Project Sponsors submit new and/or revised project submittals to STA staff.

October 27th to November 7th

- Apply draft methodology to current and new project submittals (Consultant).

November 16th - PAC meeting

- Present findings and new projects list (Consultant).
- Recommend list for approval to STA Board (STA staff).

November 16th

- Submit Draft methodology report (Consultant).

November 29th - TAC meeting

- Present draft methodology report to TAC and recommend list for approval by STA Board based on PAC recommendation (STA Staff).

December 1st -

- Submit Final methodology report due based on TAC input (Consultant).

December 13th - STA Board

- Approve new and/or revised pedestrian projects list to be included in Countywide Pedestrian Plan Update (STA staff).

Completion Date: Tentative STA Board approval of update is December 13th, 2006

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DATE: September 1, 2006
 TO: STA Board
 FROM: Sam Shelton, Assistant Project Manager
 RE: Solano Bicycle and Pedestrian Program (SBPP) FY 2007-08 and
 FY 2008-09 Funding Recommendations and SBPP Process Review

Background:

The Solano Bicycle Pedestrian Program (SBPP) helps to fund priority bicycle and pedestrian projects countywide. The SBPP funds bicycle and pedestrian projects through three funding sources: Transportation Development Act (TDA) Article-3 funds, Countywide Bicycle and Pedestrian funds through Metropolitan Transportation Commission's (MTC) Regional Bicycle and Pedestrian Program, and Eastern Solano Congestion Mitigation and Air Quality (CMAQ) funds.

Discussion:

In April 2006, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) adopted Tier 1 and Tier 2 SBPP bicycle priority lists and in May 2006 made funding recommendations for Fiscal Year (FY) 2006-07 SBPP funds and in July and August made funding recommendations for FY 2007-08 and FY 2008-09:

Total Solano Bicycle Pedestrian Program (SBPP) funds by agency:	SBPP Funding Total
	\$3,674,000
City of Benicia	\$942,000
State Park Road Bridge Project	\$942,000
City of Fairfield	\$1,010,000
McGary Road Regional Bike Path	\$850,000
Union Avenue Corridor, Phase II	\$25,000
West Texas Street Gateway Project, Phase I & II	\$135,000
Solano County	\$992,000
Abernathy Road Bridge	\$50,000
Suisun Valley Road Bridge	\$110,000
Vacaville-Dixon Bikeway	\$832,000
City of Suisun City	\$90,000
Bike Lane Striping Along Railroad Ave, Phase II	\$90,000
City of Vacaville	\$640,000
Nob Hill Bike Path	\$300,000
Ulati Creek Bike Path (Allison to I-80)	\$169,000
Ulati Creek Bike Path (Ulati to Leisure Town)	\$171,000

According to current SBPP guidelines, the BAC and PAC are to be given an opportunity to review and make adjustments to the 3-year plan once a year. After the annual review, a funding recommendation is made for that fiscal year's projects. For FY 2007/08 projects, the BAC and PAC will make their review of these projects in January 2007 and make a funding recommendation to the STA Board at that time. The STA Board will then be able to adopt the funding recommendation in February 2007.

The SBPP uses a variety of funding sources, including federal funds. Those projects using federal funding (e.g., Metropolitan Transportation Commission (MTC) Regional Bicycle and Pedestrian Funds and Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds) will need to request Transportation Improvement Plan (TIP) amendments with MTC. In order for a project to be in the TIP, it must be a fully funded project and follow MTC's project delivery policies. After the STA Board adopts a funding recommendation for FY 2007-08, STA Staff will assist project sponsors with their TIP amendments.

In addition to the BAC and PAC annual review of SBPP 3-year plan projects, the BAC and PAC are forming a subcommittee to review and refine the SBPP process. Several committee members and project applicants have offered suggestions such as including photos and maps of projects, more clear criteria regarding strategic funding scores and possible bonuses for projects that complement TLC projects, and a variety of other procedural items to reduce the amount of meeting time required.

Recommendation:

Informational.

Attachments:

- A. BAC/PAC Recommended 3-year funding plan

Mode Application	Priority		Sponsor	Project	Request	Funding Sources			TOTAL SBPP
	BAC	PAC				TDA	MTC	ECMAQ	
FY 2006/07					\$275,000.00	\$302,000.00	\$0.00	\$0.00	302,000.00
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	\$100,000.00	\$25,000.00			\$25,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00			\$50,000.00
Bike	2.5		Solano County	Abernathy Road Bridge	\$100,000.00	\$50,000.00			\$50,000.00
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	\$25,000.00	\$25,000.00			\$25,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	\$300,000.00	\$152,000.00			\$152,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	\$60,000.00				\$0.00
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00
FY 2007/08					\$4,235,000.00	\$319,000.00	\$698,000.00	\$814,000.00	\$1,831,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000.00	\$149,000.00	\$450,000.00		\$569,000.00
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000.00		\$175,000.00		\$175,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000.00		\$73,000.00		\$73,000.00
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000.00	\$110,000.00			\$110,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000.00		\$343,000.00		\$343,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000.00	\$90,000.00			\$90,000.00
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000.00				\$0.00
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000.00		\$300,000.00		\$300,000.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000.00		\$171,000.00		\$171,000.00
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00
FY 2008/09					\$5,700,000.00	\$337,000.00	\$698,000.00	\$506,000.00	\$1,541,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$152,000.00	\$241,000.00		\$373,000.00
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$185,000.00	\$465,000.00		\$650,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$12,000.00		\$12,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00		\$337,000.00		\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00		\$169,000.00		\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00

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DATE: August 30, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Local Projects Inactive Obligations Review

Background:

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six-month period are placed on the Inactive Obligation List, risking deobligation of funds.

Discussion:

Over the last seven months, STA staff has worked with project sponsors to protect funding or properly deobligate funding for projects on the Inactive Obligation List. On August 2, 2006, the STA received confirmation that most of Solano County's projects have been cleared from the March 2006 inactive obligations list. Only 8 projects in the region had their justifications accepted by the Federal Highway Administration (FHWA), four of which were the City of Benicia's projects. Two other projects were carried over from the March 2006 review: Suisun City's Striping for Bike Lanes Project and Vallejo's Median Island And Striping on Admiral Callaghan Lane.

Caltrans and FHWA have listed "Required Follow-up Actions" for the March 2006 justified and carried over projects, all of which involve submitting an invoice in September and confirming that invoice is being processed on Caltran's Local Assistance Payment System Website: <http://lpams.dot.ca.gov>. These projects will need to fill out the revised "Quarterly Review of Inactive Projects" form, available on Caltrans Website:

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

On August 16th, Caltrans notified the STA that the June 2006 Inactive Obligations review has started; however, there are no new inactive projects within Solano County listed. There are only seven new projects listed in District 4, none of which are in Solano County. For future reference, attached are the currently acceptable justifications for project inactivity.

Recommendation:

Informational.

Attachments:

- A. "Required Follow-up Actions" for Solano County Inactive Obligations
- B. Example of Caltrans "Quarterly Review of Inactive Projects" form
- C. Inactive Projects – Valid Justifications

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CURRENT INACTIVE LOCAL PROJECTS									
Agency	Last Billed	No. of Months Inactive	Auth Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	<u>COMMENTS</u>	
Benicia	10/15/2003	29.7	6/22/2004	\$264,772.00	\$160,000.00	\$22,585.49	\$137,414.51	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at http://lpams.dot.ca.gov	
Benicia	10/15/2003	29.7	2/11/2004	\$129,900.00	\$115,000.00	\$11,617.34	\$103,382.66	Local Agencies to confirm invoice has been processed by 8/25 by checking online invoice registry at http://lpams.dot.ca.gov	
Benicia						\$0.00	\$105,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at http://lpams.dot.ca.gov	
Benicia						\$0.00	\$90,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at http://lpams.dot.ca.gov	
Suisun City			8/1/2001	\$44,980.00	\$35,000.00	\$0.00	\$35,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at http://lpams.dot.ca.gov	
Vallejo			1/7/2004	\$106,260.00	\$70,000.00	\$0.00	\$70,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/11/06 and to confirm invoice is processed by 8/25 by checking online at http://lpams.dot.ca.gov	

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
QUARTERLY REVIEW OF INACTIVE PROJECTS - MARCH 2006
INACTIVE PROJECT SUMMARY

ATTACHMENT B

1. FEDERAL AID PROJECT NO. 0000000	2. PROJECT SPONSOR Sponsor City	3. PROJECT SPONSOR CONTACT (NAME, PHONE NUMBER, EMAIL) Joe Doe, 555-555-5555, jdoe@la.co
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4. GENERAL LOCATION
ROUTE; LOCATION DESCRIPTION

5. GENERAL DESCRIPTION OF WORK (INCLUDE PROJECT PHASE)
WORK DESCRIPTION

6. AUTHORIZATION DATE	7. FEDERAL-AID FUNDS AUTHORIZED	8. PGM CODE	9. FEDERAL FUNDS EXPENDED TO DATE	10. UNEXPENDED OBLIGATION
99/99/9999				0
11. LAST ACTIVITY (BILLING DATE)				0
99/99/9999				0

12. **JUSTIFICATION (CHECK ONE OR MORE IF APPLICABLE)** (Justifications will be considered by FHWA for approval. Approval is not guaranteed)

Right of way delay Environmental Approval
 Litigation Final Voucher
 Other

13. PROJECT STATUS/REASON FOR PROJECT BEING INACTIVE
 e.g. original bid rejected - costs exceeded engineer estimate by XX%.

14. ACTIONS TAKEN TO RESOLVE EXISTING ISSUE(S)
 e.g. to be re-advertised after additional funding determinations.

15. DATE ACTIVITIES TO BE RESUMED
 99/99/9999 e.g. Revised date for contract award.

16. DATE BILLINGS OR OTHER CORRECTIVE ACTION TO BE TAKEN (e.g. closure, withdrawal, etc.)
 99/99/9999 e.g. Billing submitted to Caltrans/FHWA for reimbursement.

17. CURRENT COST ESTIMATE NEEDED TO COMPLETE PROJECT. \$ x,xxx,xxx.xx	18. IF ESTIAMTE IS LESS THAN UNEXPNEDED BALANCE, AMOUNT TO BE DEOBLIGATED. (Attach copy of E76 requesting deobligation) \$x,xxx.xx
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19. CONSEQUENCES IF FUNDS ARE DEOBLIGATED.

20. ADDITIONAL DOCUMENTATION (ATTACHMENT SUMMARY) TO SUPPORT VALIDATION OF THIS OBLIGATION

21. PROJECT INFORMATION SHEET PREPARED BY

DISTRICT CONTACT NAME	PHONE NUMBER	EMAIL

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Inactive Obligations – Valid Justifications

This is the latest information since our conference call on Wednesday morning. We have been in communication with FHWA and the following information has been confirmed this afternoon.

Per FHWA, the following will not be accepted as justifications to prevent the deobligation of inactive obligations:

1. **Inactive obligations for Seismic Projects - No State Match Available.**
FHWA will deobligate inactive obligations for these projects since the bond measure has not passed. FHWA recommends that these projects be reprogrammed in future year(s).
2. **Indirect Cost Rate Proposal (ICRP)**
FHWA position is that local agencies should bill for direct costs and bill for the reimbursable indirect cost when the ICRP are approved.
3. **Earmarked, High Priority and Demonstration Projects**
These projects are not exempt from the quarterly review and funds will be deobligated.
4. **Projects that are active but not billing against at least one federal appropriation but are billing or incurring cost against the STIP, TCRF or Local Contributions.**
This will not be accepted as justification. Federal funds should be billed.

The following will be accepted as justification:

Invoices in Transit (processed in Accounting and not posted in FMIS) :
A report from LPAMS (accounting system) will be acceptable by FHWA. The report will list the project number, amount, and date received or processed.

Invoices not processed and submitted prior to July 24:
The Department will provide FHWA copies of invoices received and not processed in our Accounting system prior to July 24. This will be considered as justification to keep the funds obligated. (It is critical that we get a copy of the invoice in HQs Local Assistance so that we can provide it to FHWA, otherwise the funds will be deobligated).

Projects in Final Voucher Phase:
A report from LPAMS will be acceptable by FHWA. The report will include all projects currently in a final voucher phase.

FHWA has not yet issued a position on the DBE. We'll notify you once we find out from FHWA.

Local Agencies should be advised that if they are planning on submitting an invoice, the invoices should be complete and correct and mailed using overnight delivery. We recommend that as the deadline of July 14 approaches, a copy of the invoices (progress and final) be submitted to the DLAE. The DLAE will e-mail copies of the invoices to HQs Local Assistance. The copy of the invoice will be provided to FHWA.

The list of projects sent to you Terry's e-mail dated June 30, is valid. Please continue to use this list. We have verified projects on this list with the reports provided by FHWA on July 5.

We have been asked if a "fact sheet" or form is available to provide project justification. We have revised the form used during the FHWA visits (attached). You may use the form. If you already received the justifications via letters or e-mails with attachments, this will suffice as long as the local agencies have provided a valid, complete and substantiated justification. The unexpended inactive obligation amount must be justified too. For example if the unexpended obligation balance is \$1 million, Does the agency needs the \$1 million for the project? Is it consistent with the most current cost estimate? Can any of the funds be deobligated?

FHWA has requested that the federal project number be identified on all the documents used to justify the inactive obligations.

The following are the remaining justifications that FHWA will consider are:

1. R/W issues
2. Environmental issues
3. Litigation issues
4. Project is in Final Voucher process

Lastly, please send us the information as soon as you receive it and validate so that we can organize for delivery to FHWA.

If you have questions, please do not hesitate to call me or Yin-Ping Li. Thanks for all you help on this challenging assignment.

Laura Quintana
Office of Project Delivery and Funding
Division of Local Assistance
916- 653-7200, CALNET 8-453-7200



DATE: August 31, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – September 2006

Background:

Solano Transportation Authority (STA) staff monitors state and federal legislation that pertains directly to transportation and related issues based on the STA Board's adopted Legislative Platform and Priorities. The current 2-year state legislative session ended on August 31, 2006. The attached Legislative Matrix reflects the most current status available at the writing of this staff report.

Discussion:

AB 2538 (Wolk) Planning, Programming and Monitoring (PPM) bill, which is co-sponsored by the STA, was approved by the Assembly on May 31, 2006 by a vote of 60 to 18. The Senate Transportation Committee approved AB 2538 on June 27, 2006 by a 9-4 vote. The bill was voted off the suspension file by a 9-3 vote of the Senate Appropriations Committee on August 17, 2006. On August 23, 2006, the Senate approved the bill by a 26 to 10 vote. AB 2538 is currently awaiting signature by the Governor. Staff is working with our consultant (Shaw/Yoder) and Assembly Member Wolk to obtain this signature.

AB 2444 (Klehs) Congestion Management and Motor Vehicle Environmental Mitigation Fees was introduced February 23, 2006. The STA Board approved a position of support on this bill in July, 2006. If approved, this bill would authorize the congestion management agencies in the nine Bay Area counties to each impose, by a two-thirds vote of the respective governing board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. The bill would further authorize the Bay Area Air Quality Management District (BAAQMD) to impose an additional \$5 annual fee on motor vehicles registered within its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the counties located in the Bay Area Region and the BAAQMD would each have responsibility for one half of the revenues derived by this portion of the fee.

The most recent amendment (August 14, 2006) added clarifying language to require that an independent audit be performed on the program *within 2 years after the fee becomes operative, and each year after that date*. This legislation would help Solano County by providing an optional tool to address traffic congestion and environmental needs. If the STA imposed the maximum \$5 surcharge, an estimated \$3.8 million per year would be available if both fees were implemented, \$1.9 million per year of which would be specifically for congestion management purposes. AB 2444 was sent to enrollment on August 29, 2006, and now awaits the governor's signature.

SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration was introduced in February, 2006. The STA Board approved a position of support on this bill in July, 2006. SB 1611 would

authorize a congestion management agency (by a majority vote of the governing board) to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee up to \$25 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. Based on the California Department of Motor Vehicles' 2004 "Estimated Fee Paid Vehicle Registrations by County," SB 1611 has the potential of providing Solano County \$377,543 for every dollar of the fee, up to \$9.4 million annually if the maximum \$25 fee were to be approved by the STA Board.

As amended on August 7, 2006, the bill now conveys a shift of focus from transportation to the environment, with narrow definitions of "congestion mitigation" and "pollution prevention." Congestion Management Agencies in the Bay Area have expressed concern over the change in emphasis and proposed amended language to the office of author Senator Simitian. The full text of SB 1611 as amended August 7, 2006, is included as Attachment B, and an analysis prepared on August 16, 2006 by Steve Archibald of the Assembly Committee on Appropriations is included as Attachment C. SB 1611 was held by the Assembly Appropriations Committee and, therefore, was not considered by the full Assembly.

Federal Update

The Solano Transportation Authority submitted four local transportation project requests for Federal Appropriations in March, 2006:

- Vallejo Baylink Ferry Intermodal Center – \$4 million.
- Fairfield / Vacaville Intermodal Station – \$1.9 million.
- I-80 / I-680 / SR 12 Interchange Project (Design of Cordelia Truck Scales) – \$6 million (*received \$17.48 million in last year's federal transportation bill called SAFETEA-LU*).
- Travis Air Force Base (AFB) Access Improvements (Jepson Parkway) – \$3 million (*received \$3.2 million in last year's SAFETEA-LU bill*).

The Federal Fiscal Year 2007 Transportation Appropriations bill (HR 5576) has been approved by the House Appropriations Committee and the Senate Appropriations Committee, including funding for two of the Solano County transportation projects submitted by the STA:

- Vallejo Baylink Ferry Intermodal Facility: \$1.75 million (*1 of 19 earmarks nationwide for Ferry & Ferry Facilities Account*)
- Fairfield/Vacaville Intermodal Station: \$850,000 (*1 of 39 California earmarks totaling \$31 million for the state for Bus & Bus Facilities Account*)

Two other earmarks were approved by the House Appropriations Committee for projects in Solano County through the Transportation and Community & Systems Preservation Program (TCSP):

- Highway 12 Safety at Rio Vista - \$250,000 (submitted by the City of Rio Vista)
- Highway 37 Ramps at Vallejo - \$200,000 (submitted by the City of Vallejo)

Action is expected to be taken by the full Senate after their return from legislative recess in early September. STA staff and federal legislative consultant Mike Miller (The Ferguson Group) are tracking these earmarks closely and will provide an update when there is legislative action.

Recommendation:

Informational.

Attachments:

- A. Legislative Matrix
- B. SB 1611 (Simitian) as amended 08-07-06
- C. SB 1611 (Simitian) Bill Analysis
- D. State Legislative Update – August 15, 2006 (Shaw/Yoder, Inc.)
- E. Federal Legislative Update – July 31, 2006 (The Ferguson Group)
- F. Federal Legislative Update – September 5, 2005 (The Ferguson Group)

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**Solano Transportation Authority
Legislative Matrix
September 5, 2006**

State Legislation

State Legislation Bill/Author	Subject	Status of Bill		STA Position
		Others' Position		
<p>AB 1020 ((Hancock) Transportation Planning: Improved Travel Models</p> <p style="text-align: center;">139</p>	<p>Requires certain metropolitan planning organizations, including the Metropolitan Transportation Commission, to develop and implement improved regional travel models incorporating smart growth concepts and to undertake other related planning activities.</p>	<p>To enrollment 8/29/06</p> <p>Support:</p> <ul style="list-style-type: none"> • Alameda-Contra Costa Transit District • American Lung Assoc. • CA League of Conservation Voters • CA Secure Transportation Energy Partnership • Clean Power Campaign • Coalition for Clean Air • Defenders of Wildlife, CA Program Office • Natural Resources Defense Council • Planning and Conservation League • Sierra Club of CA <p>Oppose:</p> <ul style="list-style-type: none"> • CA Dept. of Finance- 		

ATTACHMENT A

State Legislation Bill/Author	Subject	Status of Bill	STA Position
AB 1407 (Lieber) Bridge Toll Cleanup: RM2 & Hybrid Vehicles in HOV Lanes	Modifies existing law related to management structure for Regional Rail Plan in Regional Measure 2 (RM2). Specifies that owner of a hybrid vehicle registered in the 90county Bay Area who seeks a vehicle identifier in order to use the HOV lanes leading to the state-owned toll bridges must maintain a FasTrak account in order to pay bridge tolls when using the HOV lanes without the required number of occupants. Authorizes MTC, in consultation with a project sponsor, to reprogram RM2 project savings to another project in the same bridge corridor. Also permits MTC to swap RM2 funds on a 1:1 basis for alternate funds for other projects that improve travel options in the bridge corridors. Authorizes a local authority to suspend lane access privileges during periods of peak congestion under certain conditions.	Amended 8/17/06; To enrollment 8/31/06 Bay Area Toll Auth.- Support CSAC-Watch MTC-Support/Sponsor Santa Clara County-Support/Sponsor	
AB 1783 (Nunez) Infrastructure Bond Proposal	Provides legislative intent to enact the California Infrastructure, Improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006 to provide for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources.	Introduced 1/4/06; In Assembly ABAG-Support LCC-Watch	Watch 03/08/06
AB 2128 (Torricono) Employer Tax Credit: Commuter Benefits	Authorizes an employer until 2017 to claim a tax credit against income taxes up to 60 percent for costs incurred to provide certain, defined commuter benefits to its employees. Restricts such tax credit to expenditures incurred for private-sector transit, defined as private transit motorized vehicles designed to carry 16 or more passengers. Provides that only employers who offer public transit subsidies as well as private transit subsidies may qualify for the tax credit, but that the credit shall only apply for transit benefits for private mass transit. <i>Requires that the owner of such motorized vehicle(s) register the vehicle(s) annually with the Department of Motor Vehicles (Amended 5/3/06)</i>	From committee without further action pursuant to Joint Rule 62(a) 06/08/06	

State Legislation Bill/Author	Subject	Status of Bill	STA Position
AB 2444 (Klehs) Vehicle Registration Fee: Congestion Management, Water and Air Quality	<p>Authorizes the congestion management agencies in the 9 Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. Further authorizes the Bay Area Air Quality Management District to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the Bay Area Air Quality Management District would each have responsibility for one half of the revenues derived by this portion of the fee. Caps the amount that these districts may spend on administrative expenses at 5 percent. Requires independent audit <i>within 2 years after fee becomes operative and each year after that date</i> (Amended 8/14/06)</p>	Amended 8/14/06; To enrollment 08/29/06	Support 07/12/06
AB 2538 (Wolk) Project Programming, Planning & Monitoring (PPM) Funds	<p>Provides that each county may request up to 5 percent of its county share in the State Transportation Improvement Program (STIP) for the purpose of project planning, programming, and monitoring. Further specifies that in no event shall this maximum amount be less than would be the case if the annual STIP funding were \$1.25 billion. (Amended 5/26/06)</p>	Amended 5/26/06 To enrollment 8/23/06	Support and co-sponsor 03/08/06
SB 44 (Kehoe) General plan: Air	<p>Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later from one year from the date specified for the next</p>	Support: <ul style="list-style-type: none"> • MTC • VTA-Santa Clara • CCTA-Contra Costa • SCTA-Sonoma • OCTA-Orange • NCTPA-Napa Amended with new subject no longer relevant to STA 8/24/06	Request comments from cities & counties 05/11/05

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<p>Quality Element</p>	<p>revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.</p> <p>Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.</p>	<p>ABAG-Watch BAAQMD-Support</p>	
<p>SB 1024 (Perata) Public Works & Improvements: Bond Measure</p>	<p>Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount in state general obligation bonds on the June 2006 election for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, environmental enhancement projects, transit-oriented development, affordable housing, local bridge seismic retrofit, state-local partnership program, transit security and grade crossings subject to voter approval. (Amended 1/26/06)</p>	<p>Held in Assembly 1/31/06</p> <p>ABAG-Watch BAAQMD-Support MTC-Support</p>	<p>Watch 05/11/05, 03/08/06</p>
<p>SB 1165 (Dutton) Transportation Bond Acts of 2006, 2008 & 2012</p>	<p>Enacts the governor's proposal to issue general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects. (Introduced 1/10/06)</p>	<p>Suspended by Senate Transp & Housing and Env Quality Committees 1/19/06</p> <p>LCC-Watch</p>	<p>Watch 03/08/06</p>

State Legislation Bill/Author	Subject	Status of Bill	STA Position
SB 1266 (Perata) - Proposition 1B Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	<p>This bill, subject to voter approval at the November 7, 2006, statewide general election, would enact the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit & passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street & road improvement, congestion relief, and traffic safety.</p>	Enacted, Chapter 25, Statutes of 2006 5/16/06	Support/ endorse 07/12/06
SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration 43	<p>Authorizes a congestion management agency, by a majority two-thirds vote of the governing board, to place a majority vote ballot measure before the voters of a county authorizing the imposition of a per-vehicle annual fee up to \$25 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. Requires a specific transportation program with performance measures and a budget to be adopted before the fee is imposed. Definitions of "congestion mitigation" and "pollution prevention" were more narrowly focused in the amendment of 08/07/06, and the bill has not yet made it out of committee.</p>	Amended 08-07-06 Held under submission by Assembly Appropriations Committee 08-17-06 <u>Support:</u> Alameda County Congestion Management Agency City of Oakland City/County Assoc. of Governments of San Mateo County Counties of Marin and Santa Clara Santa Clara Valley Transportation Authority Santa Clara Valley Water District	Support 07/12/06

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<p>SB 1694 (Aanestad) Federal Funds: Allocation to Counties</p>	<p>Requires that counties receive \$30 million or 15 percent of the discretionary portion of the Equity Bonus for the federal-aid secondary road system. (Amended 4/19/06)</p>	<p>Held in Com. and under submission 05/25/06. CSAC-Support MTC-Oppose</p>	
<p>SB 1719 (Perata) Proposition 42: Transportation Investment Fund</p>	<p>Provides for the distribution of funding from Proposition 42 after FY 2008-09, maintaining the existing 40/40/20 split between the State Transportation Improvement Program (STIP), local streets and roads, and the Public Transportation Account respectively. Requires cities and counties to spend at least what they were spending, on average, over the period 1996-1999.</p>	<p>Amended with new subject no longer relevant to STA 8/24/06</p>	
<p>SB 1812 (Runner) Caltrans' participation in a federal surface transportation project delivery pilot program</p>	<p>Authorizes the State of California Caltrans-Direeter to consent to the jurisdiction of the federal courts with regard to the responsibilities assumed pursuant to the surface transportation project delivery pilot program authorized in the Safe Accountable, Flexible Efficient Transportation Equity Act (SAFETEA). This program allows the Secretary of the U.S. Department of Transportation to permit up to 5 states, including California, to participate in a program whereby the state assumes responsibility for assuring compliance with certain federal environmental laws, including the National Environmental Policy Act. Provides that the law shall expire in 2009 but that the state shall remain liable for any decisions made pursuant to the law prior to its repeal. (Amended 5/2/06)</p>	<p>Senate Appropriations Committee 5/25/06 CSAC-Support LCC-Support</p>	<p>Support 05/10/06</p>
<p>SCA 7 (Tortakson) Proposition 42 Protection</p>	<p>Amended version removes proposed revisions to Proposition 42, restoring original language. Modifies the suspension provision in Proposition 42 to provide that the transfer of gasoline sales tax revenues to transportation may only be suspended twice in a decade, and that such a suspension must be repaid within three years with interest. A second suspension may not be made until the first one is repaid. (Amended 5/4/06)</p>	<p>Enacted, Chapter 49, Statutes of 2006</p>	<p>Support/ endorse 07/12/06</p>

State Legislation Bill/Author	Subject	Status of Bill	STA Position
SCR 123 (Florez) Joint Legislative Committee on High- Speed Trains	Would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California.	Senate Third Reading 8/22/06	Watch 07/12/06

California Legislature
2005-06 Regular Session Calendar

<p>January 2006 (Second year of 2-year legislative session)</p> <p>1 Statutes take effect 3 Legislature reconvenes 5 Governor's State of the State Address 10 Budget must be submitted by Governor 27 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>July 7 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p>February 24 Last day to introduce bills</p>	<p>August 7 Legislature reconvenes 18 Last day for Fiscal Committees to meet and report Senate bills to the Floor 21 Floor session only through August 31 25 Last day to amend bills on the Floor 31 Final recess begins at end of this day's session</p>
<p>April 6 Spring Recess begins at the end of this day's session 17 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house 28 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor</p>	<p>September 30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in his possession on or after September 1</p>
<p>May 12 Last day for policy committees to meet and report non-fiscal bills introduced in their house to Floor 19 Last day for policy committees to meet prior to June 5 26 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 26 Last day for Fiscal Committees to meet prior to June 5 30 Floor session only through June 5</p>	<p>October 2 Bills enacted on or before this date take effect on June 1, 2007</p>
<p>June 2 Last day for bills to be passed out of the house of origin 5 Committee meetings may resume 15 Budget Bill must be passed by midnight 29 Last day for a legislative measure to qualify for the general election (November 7) ballot 30 Last day for policy committees to meet and report bills</p>	<p>November 30 2005-06 session adjourns at midnight December 4 2007-08 Regular session convenes at midnight</p>

IMPORTANT DATES OCCURRING DURING FINAL CALIFORNIA LEGISLATURE RECESS

2006

Sep. 30 — Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in his possession on or after Sept. 1 (Art. IV, Sec. 10(b)(2)).

Oct. 2 — Bills enacted on or before this date take effect January 1, 2007 (Art. IV, Sec. 8(c)).

Nov. 7 — General Election.

Nov. 30 — Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).

Dec. 4 — 2007-08 Regular Session convenes for Organizational Session at 12 noon (Art. IV, Sec. 3(a)).

2007

Jan. 1 — Statutes take effect (Art. IV, Sec. 8(c)).

(Dates based on usage and custom and SCR No. 1)

**109th United States Congress
2006 Session Calendar**

<p>January 16 Senate and House recess for Martin Luther King, Jr. Day 31 Senate and House convene 31 State of the Union Address</p>	<p>July 3-7 Independence Day District Work Period 11 Senate and House reconvene</p>
<p>February 20 Presidents' Day 20-24 Presidents' Day Recess</p>	<p>August 7-Sept 4 Summer District work period</p>
<p>March 20-24 House and Senate not in session</p>	<p>September 4 Labor Day 5 Senate and House reconvene</p>
<p>April 2 House and Senate reconvene 10-21 Spring District Work Period</p>	<p>October 6 Target Adjournment Date</p>
<p>May 29- June 2 Memorial Day Recess/District Work Period</p>	<p>November 7 Election Day 10 Veterans Day Holiday 23 Thanksgiving Holiday</p>
<p>June 5 Senate and House reconvene</p>	<p>December 16 Hanukkah 25 Christmas Holiday</p>

AMENDED IN ASSEMBLY AUGUST 7, 2006

AMENDED IN SENATE APRIL 19, 2006

SENATE BILL

No. 1611

Introduced by Senator Simitian

February 24, 2006

An act to add Section 9250.6 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1611, as amended, Simitian. Congestion management fees.

Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize a congestion management agency, or where there is no congestion management agency, the board of supervisors, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to \$25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would *define the terms "congestion management" and "pollution prevention" for purposes of the bill.* The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified

finding of fact. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions.

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

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

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

3 *(a) The use of the automobile and resulting congestion*
4 *elevates pollutants that materially impact the quality of the*
5 *state's air and water, and negatively impacts business and the*
6 *environment.*

7 *(b) There are measures available to lessen the impact of this*
8 *pollution, such as congestion management programs, storm*
9 *water runoff best management practices, funding Carl Moyer*
10 *emission reduction projects, and utilizing remote sensing device*
11 *strategies to monitor traffic.*

12 *(c) It is the intent of the Legislature to establish a program*
13 *that allows congestion management agencies or their*
14 *counterparts to mitigate the impacts of automobiles on air and*
15 *water quality, and improve the business climate and natural*
16 *environment.*

17 **SECTION 1.**

18 **SEC. 2.** Section 9250.6 is added to the Vehicle Code, to read:

19 ~~9250.6. (a) A county congestion management agency created~~
20 9250.6. (a) *For purposes of this section, the following terms*
21 *have the following meanings:*

22 (1) *"Congestion mitigation" includes, but is not limited to,*
23 *projects and programs for public transit improvement and*
24 *operation, and bicycle and pedestrian safety.*

25 (2) *"Pollution prevention" includes, but is not limited to, a*
26 *program carried out by a congestion management agency, a*
27 *California regional water quality control board, an air pollution*
28 *control district, an air quality management district, or another*
29 *public agency that is carrying out the adopted plan of a*

1 *California regional water control board, an air pollution control*
2 *district, or an air quality management district.*

3 (b) A county congestion management agency created pursuant
4 to Chapter 2.6 (commencing with Section 65088) of Division 1
5 of Title 7 of the Government Code, or where there is no county
6 congestion management agency, the board of supervisors, may
7 place a majority vote ballot measure before the voters of a county
8 to authorize an increase in the vehicle registration fee for
9 transportation-related projects and programs. The ballot measure
10 resolution shall be adopted by a majority vote of the governing
11 board of a county congestion management agency, or where
12 there is no county congestion management agency, the board of
13 supervisors, at a noticed public hearing. The resolution shall also
14 contain a finding of fact that the projects and programs to be
15 funded by the fee have a relationship or benefit to the persons
16 who will be paying the fee. Adoption of the resolution and the
17 finding of fact shall all require a majority vote of the governing
18 board or the board of supervisors, as appropriate, at a noticed
19 public hearing.

20 (b)

21 (c) Pursuant to a ballot measure adopted under subdivision-(a)
22 (b), the voters of a county may impose an annual fee of up to
23 twenty-five dollars (\$25) on each motor vehicle registered in the
24 county, with the net revenues to be used for
25 transportation-related programs that have a relationship or benefit
26 to the persons that pay the fee, including, but not limited to, the
27 provision of required matching funds for funding made available
28 for transportation from state general obligation bonds, congestion
29 mitigation, and pollution prevention.

30 (e)

31 (d) The department shall, if requested by a congestion
32 management agency or the board of supervisors, as appropriate,
33 collect the fee approved by the voters pursuant to this section
34 upon the registration or renewal of registration of any motor
35 vehicle registered in the county, except those vehicles that are
36 expressly exempt under this code from the payment of
37 registration fees. The agency or the board of supervisors, as
38 appropriate, shall pay for the initial setup and programming costs
39 identified by the department through a direct contract with the
40 department. Any direct contract payment shall be repaid, with no

1 restriction on the use of funds, to the agency or the board of
2 supervisors, as appropriate, as part of the initial net revenues
3 distributed. After deducting all nonreimbursed costs incurred by
4 the department pursuant to this section, the department shall
5 distribute the net revenues to the agency or the board of
6 supervisors, as appropriate.

O

Date of Hearing: August 16, 2006

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Judy Chu, Chair

SB 1611 (Simitian) - As Amended: August 7, 2006

Policy Committee:	Transportation
Vote: 8-5	
Local Government	5-2

Urgency: No	State Mandated Local Program:
No Reimbursable:	

SUMMARY

This bill allows county transportation congestion management agencies (CMAs) or boards of supervisors to impose, subject to majority vote approval of county voters, a maximum \$25 surcharge on the annual renewal of vehicles registered in their respective jurisdictions to fund transportation-related projects and programs, including pollution prevention programs carried out by a congestion management agency, a regional water quality control board, or a local air district.

FISCAL EFFECT

- 1) Moderate costs, in the range of \$250,000 starting in 2007-08 for each county in which voters approve the surcharge, to the DMV to reprogram software and implement accounting procedures for the disbursement of revenue generated by the surcharge in one or more of these counties. Initial costs are paid upfront by contract between the DMV and individual counties. (Motor Vehicle Account (MVA).)
- 2) Moderate ongoing costs, about \$250,000 annually starting in 2007-08, to the DMV to impose, collect and disburse revenue generated by the surcharge. These costs are covered by provisions allowing the DMV to deduct its ongoing administrative costs before disbursing surcharge revenue. (MVA.)
- 3) Substantial potential net revenue, up to \$800 million annually if the voters in all 58 counties approved the maximum \$25 annual vehicle registration surcharge. (Local accounts.)

□

COMMENTS

1)Rationale . The author contends more funding should be provided to counties to pay for transportation-related projects and programs, including programs that address impacts of motor vehicle use on water and air quality. The author believes a motor vehicle registration fee surcharge, authorized to be placed on a county ballot for majority vote approval, is an appropriate way to fund these projects.

2)Background . Owners of motor vehicles registered in California annually pay a base \$31 registration fee and a \$9 CHP surcharge to the state. In addition, smaller surcharges are imposed to support freeway call-box maintenance and free towing services, auto theft deterrence and DUI programs, and fingerprint/ID programs.

3)Use of Revenue : If voters in individual counties approve the surcharge imposed by the bill at some annual level up to \$25, the revenue generated by the surcharge could be used for a potentially broad spectrum of projects and programs. This bill requires a resolution adopted to place such a surcharge on the county ballot to include a finding by the CMA or the county board of supervisors that the projects and programs to be funded have a relationship or benefit to the persons who will be paying the surcharge. The use of surcharge revenue would include, but not be limited to , providing the county match for state funds generated by the sale of general obligation bonds, and supporting congestion mitigation and pollution prevention programs. The bill defines "congestion mitigation" as including, but not limited to , projects and programs for public transit improvement and operation and bicycle and pedestrian safety. The bill defines "pollution prevention" as including, but not limited to , a program carried out by a CMA, a regional water board, or a local air district, or any other public agency that is carrying out the adopted plan of a CMA, regional water board, or local air district.

4)Related Legislation . Last year, AB 1623 (Klehs), vetoed by the governor, would have allowed the designated CMA in the Counties of Alameda, Contra Costa, Marin, Napa, and Sacramento to impose a maximum \$5 annual surcharge on vehicles registered in their respective jurisdiction to fund programs to manage

□

vehicles that operate within each county.

SB 680 (Simitian), also vetoed last year, would have allowed the Santa Clara Valley Transportation Authority to adopt a maximum \$5 annual vehicle surcharge on vehicles registered in Santa Clara County to finance transportation improvements.

The governor, in his veto message for both bills, expressed his belief that these surcharges should not be added without the approval from the people upon whom the surcharges are imposed.

SB 1611 deals with this concern by requiring the maximum \$25 surcharge to be placed before the voters in each county interested in imposing such a levy.

Analysis Prepared by : Steve Archibald / APPR. / (916)
319-2081

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SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

August 15, 2006

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner
Shaw / Yoder, Inc.

RE: LEGISLATIVE UPDATE

This update is brief because almost immediately upon transmittal of our last update to you, the Legislature took its Summer Recess. The Session reconvened on August 7th, and will continue until August 31st, at which time Final Recess begins. For any bills moved to him late in this session, the Governor will have until September 30th to sign or veto such bills. Technically, the two-year 2005-06 Legislative Session will adjourn *sine die* on November 30th.

A special legislative session has been convened to address issues surrounding prison overcrowding, and it may run through part of this period before November 30th.

We will continue to monitor and lobby on behalf of all bills tracked by the STA in the final weeks of the Session, with particular emphasis on the bill co-sponsored by the STA, AB 2538 (Wolk) [see below].

In any case, after the November 7th statewide general election, a new legislative class will be elected, and that group officially goes to work on December 4th to convene the 2007-08 Regular Session.

AB 2538 (Wolk)

Since your last meeting, this planning, programming & monitoring (PPM) bill by Assemblymember Lois Wolk was considered by the Senate Committee on Appropriations, and placed on its "suspense calendar" until late the week of August 14th. We lobbied the committee's staff for favorable treatment of the bill, and the staff's response indicates the bill will move off "suspense" this week and proceed to the Senate Floor.

We had been asked by the California Association of Councils of Governments (CalCOG) to explore with key Assembly staff and legislative leadership their appetite for restoring the provision of the bill providing a minimum, STIP-based baseline PPM funding level. However, the Assembly was unwilling to take these amendments, so we continue to move the bill "as is."

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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: July 31, 2006

In July, The Ferguson Group continued lobbying congressional office for support for STA's four appropriations requests. Our work focused primarily on the Senate as that body is continuing to consider the FY 2007 Transportation Appropriations bill. As previously reported, the House of Representatives passed its version of the FY 2007 Transportation Appropriations bill in June and included the following earmarks for STA projects:

- Vallejo Station - \$1.75 million; and
- Fairfield / Vacaville Station – 850,000.

On July 20, the Senate Appropriations Committee marked up its version of the bill, but as of this writing the full Senate has not considered the bill. The Senate is scheduled to go into recess on August 7 and the House is adjourned until September 7.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	House bill includes \$1.75 million for project. Senate floor action pending.
Fairfield / Vacaville Intermodal Station	\$1.9 million	House bill includes \$850,000 for project. Senate floor action pending.
I-80/680 Interchange	\$6 million	No funding in House bill. Senate floor action pending.
Travis Access (Jepson)	\$3 million	No funding in House bill. Senate floor action pending.



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: September 5, 2006

In August 2006, The Ferguson Group continued work in support of the Solano Transportation Authority's four funding requests for FY 2007. Both the House and the Senate were on recess during August and no significant legislative activity occurred during most of the month. We also began coordinating with STA staff regarding the Board's annual lobbying trip to Washington, D.C. in 2007.

The House of Representatives passed its version of the FY 2007 Transportation Appropriations bill in June and included \$1.75 million for Vallejo Station and \$850,000 for Fairfield / Vacaville Station. The Senate Appropriations Committee marked up its version of the transportation bill in July but did not complete floor action. Both the House and Senate are scheduled to come back into session this week, but it is unclear when the Senate will consider the transportation bill. It is possible that Congress will not pass the transportation bill until after the November elections.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	House bill includes \$1.75 million for project. Senate floor action pending.
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Travis Access (Jepson)	\$3 million	No funding in House bill. Senate floor action pending.

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DATE: August 30, 2006
TO: STA Board
FROM: Chuck Lamoree, Legal Counsel
RE: Summary of Response to Solano County Grand Jury

Background/Discussion:

On July 31, 2006, I issued a response to the Solano County Grand Jury Report on behalf of the Authority as required by law. My response was thorough but blunt since the Grand Jury Report contained inaccuracies and misconceptions. The response has received both praise as well as condemnation. As of today's date there have been a couple of newspaper editorials (Vallejo Times-Herald and Vacaville Reporter (Attachment A).

As you'll note at the entrance to the Board chambers, staff has prepared a large display board with common acronyms common to STA matters. This was in response to a recommendation of the Grand Jury. In addition, other Grand Jury recommendations had already been addressed in the past and no further action was required.

Finally, on a personal note, I have responded to the Times-Herald editorial since it seemed quite off base and referenced me directly. A copy of my note is attached (Attachment b). It states that it is my response and not that of the Authority.

Recommendation:

Informational.

Attachments:

- A. Editorials (Vallejo Times-Herald/Vacaville Reporter/Daily Republic)
- B. Response Letter to Times Herald dated August 30, 2006

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Arrogance toward grand jury is off base

Vallejo Times Herald

Solano County's grand jury released an impressive array of work this year, sparking spits of protest from a couple of those on the receiving end of its criticism.

Acting in its watchdog role on behalf of this county's citizens, 20 reports were issued covering a myriad of complex and potentially politically charged areas. From jail and prison inspections, the county administrator's bonus pay system, installation of library computer filters, county emergency services readiness and an investigation of the Solano Transportation Authority, the jury waded in to ask questions and review protocols.

Unfortunately for the process, spokesmen from two agencies receiving grand jury findings came out swinging against the grand jury itself, rather than focusing on the grand jury's issues.

Upon being presented with 17 issues that jurors believed the Office of Emergency Services should address, its manager, Bob Powell, shot back:

"I think the grand jury is out of focus and not up to speed on what an emergency plan should incorporate in this county."

When the grand jury investigated the Solano Transportation Authority and noted that it believes its advisory committee is too heavily stacked with city and county employees and that its meetings are improperly announced, its attorney, Chuck Lamoree, went into attack mode:

"It is always sad to see the deterioration of a once great institution," he told a newspaper reporter, "but it is clear that the Solano County Grand Jury has become an entity whose hallmarks are those of conjecture and opinion rather than facts."

The idea of killing the messenger, discrediting the source of troublesome news, is not a new one. But it is new to grand jury responses in this county and we hope it will not become a trend.

It is the issues the grand jury reports, those "findings" that by law must be answered by those involved, that concern the public.

Detailed responses to the findings are all that citizens need and expect. Intelligent citizens can read those responses and decide themselves whether the grand jury, as a whole, performed its due diligence well or abused its watchdog role.

We recognize that the grand jury is only as strong as the sum of its members. Each year the Solano County Superior Court appoints the jurors from a pool of volunteers. It is a part-time body, but that has not limited some grand juries from embarking on ambitious reviews of county government.

To be sure, grand jury reports have occasionally reflected that relative inexperience, and caused public agencies to needlessly expend resources preparing a response. Some reports, however, have been very thorough, showing the professional experience of, say, an auditor, controller or law enforcement background of one or more of its members.

Regardless of the strength of their reports, however, no one should view the basis for grand juries as either outdated or without purpose. Grand juries, after all, are usually responding to specific concerns raised by their fellow citizens about county government. Jurors interview those involved and, depending on the candor of those interviewed, or the depth of the questioning, certain conclusions will ultimately vary.

While state law prohibits grand jurors from disclosing how they decide on specific recommendations, this past year's efforts were sincere, its foreman, Jimmie Jones, assured the Times-Herald:

"I pledge to you that no one on the grand jury had an ax to grind with any agency or person we investigated, and if they showed any hint of furthering a political agenda, the others on the jury were quick to slap them down. This hard working group spent countless hours serving as watchdogs for Solano's taxpayers and in almost every case was able to sift the important from the ordinary and make recommendations to improve operations of the agencies.

"No one likes to be told they aren't doing the best job they can, but the jury sincerely wanted to make constructive suggestions for improvement."

We congratulate the grand jury on its efforts, focusing our work now on reporting its findings and the various agencies' formal responses.

And we hope we've seen the end of arrogant disdain as the immediate response by public officials to thoughts and conclusions from this public watchdog group. Whether each year's jurors' conclusions are on target or off base, let the facts - not those who might have a special interest, or way of doing things to protect - speak for themselves.

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Rendering a verdict on Solano's watchdog

By Steve Huddleston
TheReporter.Com

There was a time when a "finding" by the grand jury was a serious incidence, something that could break a politician, ruin a government official or throw a public agency into turmoil. But lately, the reports from the Solano County grand jury possess less of a punch.

Some of it is because there's been no Watergate to unveil. Some of it, perhaps, is that the bad guys haven't been caught. But part of it is the propensity of the public watchdog to issue reports that don't pass muster.

In the old days, the grand jury would nail its target with incontrovertible evidence based on verifiable facts, backed up with hard data and public documents. The jury would leave no wiggle room for the object of scrutiny - be it an elected official, a public employee or a government agency.

The more likely scenario these days is for the grand jury report to be quite a bit thinner, with less documentation and based on fewer interviews involving much less legwork. The reports are met with lengthy rebuttals from the intended targets that raise enough doubt to render a well-intended - and probably much-needed - investigation impotent.

The problem with incomplete or imprecise probes by the grand jury is the hit to its credibility. Its clear-cut, definitive expose of real wrongdoing can be dismissed because of its sullied track record.

Of course, there are those who are credibly criticized by the grand jury who fire off a convoluted and disingenuous response that simply muddies the water. Those are most common.

Most uncommon is the response to the grand jury's "investigation" of the Solano Transportation Authority - a report that was released just prior to the vote on Measure H in June, even though the grand jury had finished its last interviews with the agency in mid-February. Maybe the timing was coincidental, but probably not. The grand jury criticized the agency handling transportation projects a few days before voters decided to kill a major transportation tax.

Measure H would have lost anyway. But this adds weight to the argument that the grand jury has motivations other than uncovering waste and misconduct.

In a scathing rebuttal, legal counsel for the STA observed: "It is always sad to see the deterioration of a once-great institution, but it is clear that the Solano County grand jury has become an entity whose hallmarks are those of conjecture and opinion rather than facts; the furtherance of personal political agendas; and simply laziness or ineptitude leading to misstatements of fact and a general failure to provide a balanced and equitable evaluation of those public agencies and public issues the grand jury chooses to study."

The author of that rebuke was Charles Lamoree, a former county counsel and former Vacaville city attorney. His credentials and his experience are well known, and he knows of what he speaks. His long tenure in public service has been marked by rational and erudite decisions. He is not one to shoot from the hip.

In excruciating detail, Mr. Lamoree spells out the errors in the grand jury report, the statements of opinion rather than facts, and the lack of follow-up by the grand jury when questions were asked and answered.

In one instance, he states, "It is apparent that, from the language of this section (of the report) that either the grand jury failed to review the material they requested or they purposefully used biased, inflammatory statements to make themselves look good."

He pointed to mandated audits by federal, state and regional entities, to state laws regulating the agency and to internal procedures, all of which seemed to explain or justify something the grand jury questioned.

It's apparent that the Lamoree response is no deceptive, twisting and turning ruse to defend misconduct or ineptness on the part of STA. The grand jury asked some very precise and penetrating questions. That's exactly what the public wants done.

When the answers come back, the public wants an unbiased weighing of the facts. There is little evidence that, in this instance, such a rational, evenhanded process occurred.

But judge for yourself. The grand jury report and the response to it are available online at solanocounty.com. The latter also includes Mr. Lamoree's seven-step recovery plan for the grand jury system in Solano County, some of which is fodder for reform.

The author is publisher of The Reporter. Email: hud@thereporter.com.

Grand jury fallout

Daily Record, 8/23/06
It's pretty safe to say there's not much love lost between the Solano Transportation Authority and the 2005-2006 Solano County grand jury.

The transportation agency this week answered back to a June 1 critical grand jury report on the spending and planning practices of the STA, suggesting the appointed watchdog group had a political agenda and it "played fast and loose" with the facts.

One of the harshest criticisms by the STA was the timing of the report, which came just a few days before the June election and a half-cent transportation tax measure designed to raise \$1.57 billion dollars for transit-related projects in the county over a 30-year period.

Jury foreman Jimmie Jones denied any political motivation in the timing of the report. He also refuted any suggestions there were biases among jury members.

That's not to say everything the grand jury learned and published should be accepted as gospel. Grand juries are investigative bodies with the authority to act as local governmental watchdogs. They investigate citizen complaints and assist in criminal matters. But they aren't infallible.

STA legal counsel Charles Lamoree penned the response and made several suggestions how the grand jury should reform itself. One of the proposals was for the grand jury to meet in public unless it was investigating criminal behavior.

It's absurd to think grand juries should meet in public. They were originally conceived in England to help protect average citizens against overzealous governments. They are independent institutions answerable to no one except the court.

It's almost amusing a governmental agency would be pushing to open up grand jury meetings to the public, when it's usually the government that tries to find ways to meet behind closed doors without public observation or input.

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August 30, 2006

Editor
Vallejo Times-Herald
440 Curtola Parkway
Vallejo, CA 94590

Dear Editor,

Reading your editorial about my comments on the 2005-2006 Solano County Grand Jury reminded of a word my grandfather used to use: "horsefeathers." Such a silly, nonsensical editorial would have amused me more had it not misrepresented the response I prepared on behalf of the Solano Transportation Authority.

Here are three observations about your editorial. These comments are mine alone, not those of the Authority.

First, the editorial implies that my response did not focus on or address the Grand Jury's comments. Had you taken the time to read my response you would have noted that each Grand Jury issue is addressed and that about half of the memo is spent discussing each of the six matters raised in the Grand Jury Report. Specifically, 55% of my response addresses the Grand Jury's comments; 29% deals with questionable Grand Jury processes leading up to the Report; and 12% of the report suggests ways to improve the Grand Jury.

Second, no institution is perfect and that includes the Grand Jury, the Solano Transportation Authority and the Times-Herald. My response did not simply point out concerns about the Grand Jury Report but included seven suggestions that I believe would improve the Grand Jury's performance. Instead of thinking about my concerns and suggestions for improvement, you chose to hysterically strike out because I had the temerity to be critical. For your readers benefit, my seven suggestions for improving the Grand Jury were:

1. The Grand Jury should not meet in private unless investigating criminal activity or individual misconduct. In all other circumstances the meetings of the Grand Jury should be open to the public and press.
2. All interviews should be tape-recorded or video taped in order to be able to verify questions asked and responses given.
3. No fact should be included in any report unless fully verified.
4. Personal opinions of Grand Jurors should be eliminated from reports.
5. Reports should not use inflammatory, biased, or prejudicial words or statements.
6. The Grand Jury should send out their draft reports to agencies at least 2 weeks prior to the release date rather than the two days, as is now their process. In that way, errors and misstatements of fact can be corrected before the Report is issued.
7. The Presiding Judge should both insure the fairness and accuracy of Grand Jury reports and should insure that the timing of the release of Grand Jury reports is not prejudicial.

Third, your editorial did not mention the past relationship between the Times-Herald and Grand Jury Foreman Jimmie Jones. Prior to his retirement, Jimmie was a long-time employee and managing editor of the Times-Herald. Wouldn't minimum standards of reportage necessitated disclosure in the editorial of the relationship between the paper and Jimmie?

The editorial expresses the hope that my sort of response does not represent a trend. Frankly, I hope that it becomes the standard. Ultimately that will help the Grand Jury do a more credible job and restore the respect for the Grand Jury that has been lost in recent years.

Most important is for the Grand Jury to police itself. I personally like Jimmie Jones although he's naive if he believes that no one on the Grand Jury has an ax to grind. One of his jobs, as it is for all the other Grand Jurors who are well meaning and honest citizens, is to insure that any document that is released in their name is accurate, evenhanded and free of personal opinion and charged language. In that way those Grand Jurors who are acting in furtherance of personal motives can be controlled. Otherwise, indeed, the few rotten apples will spoil the barrel. In retrospect, he probably should have handed out blue pencils to all the Grand Jurors so that reports would be well edited just as he had done so many times during his distinguished career.

Nearly 25 years ago I was, as Solano County Counsel, legal advisor to the Grand Jury on civil matters. That was both a privilege and a pleasure and, at that time, I thought that service on the Grand Jury was the epitome of good citizenship. The Grand Juries I served provided sound advice on key issues to local governmental agencies for the betterment of their performance on behalf of the public and they held to standards of good judgment, proven analysis, balance, leadership and guidance rather than verbal battery. Those qualities have diminished. If honest responses to Grand Jury Reports—even those that are blunt, help improve the performance of the Grand Jury then the public interest will be well served.

Yours,

Chuck Lamoree
1677 Countrywood Court
Walnut Creek, CA 94598



DATE: September 5, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Project Management Contract

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative and coordinated strategy for developing a multi-modal corridor, linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The project is divided into 10 segments for design and construction purposes. Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) is currently under construction.

Since 2002, STA has been working to prepare alignment plans for the four Environmental Impact Report/Environmental Impact Statement (EIS/EIR) alternatives and to complete a range of environmental studies. The Draft EIS/EIR is expected to be released for public review in late 2006.

Discussion:

The EIR/EIS process has been exhaustive due to the need to study a wide range of alternatives and the proximity of environmentally sensitive habitats within the project area. A segment of one of the alternatives is the Walter Road Extension. The proposed new roadway is proposed to be constructed within the City of Fairfield, through an area of seasonal wetlands and a vernal pool with associated federally listed species habitat. Additionally, the City of Fairfield is engaged in a Specific Plan process for the area surrounding the proposed Vacaville-Fairfield train station along the Capitol Corridor. The Specific Plan is examining alternative land use and circulation schemes, including

possibilities for the alignment of Jepson Parkway through this stretch of the corridor. Concurrently, under the auspices of the Solano County Water Agency, a Habitat Conservation Plan (HCP), covering nearly 80 special-status biological species, is being prepared to address the state and federal Endangered Species Act (ESA). The Jepson Parkway Corridor traverses an area known to have occurrences of sensitive species, for instance the Contra Costa goldfields, and sensitive habitats, such as vernal pools.

Due to the complexity of the environmental document and the required approvals from regulatory agencies, the project management needs have shifted to requiring a specialized set of skills and experiences to complete the document and gain agency approvals. The STA is in the process of hiring a new project manager that has these specialized skills. Susan Chang, her resume is provided for under Attachment A, has these skill sets. Susan's experiences include completing the Carquinez Bridge environmental document and obtaining all agency approvals and permits, the San Francisco Oakland Bay Bridge environmental document and obtaining all agency approvals and permits. In addition, prior to working for her current firm, PBS&J, she was the Deputy Direct Director for Environmental, Caltrans District 4. Her knowledge of the environmental laws and regulations in addition to her contacts at all the regulatory agencies and a history of project delivery makes her the ideal candidate who can deliver the Jepson Pkwy Project.

Due to the specialized skills being sought from Susan Chang, PBS&J for the project management, the contract will be done by Sole Source not to exceed \$25,000. A copy of this proposed contract is provided for in Attachment B.

Fiscal Impact:

This project management contract will be funded with \$25,000 of Surface Transportation Program (STP) funds.

Recommendation:

Authorize the Executive Director to enter into a consultant contract with Susan Chang for project management services for the Jepson Parkway for an amount not to exceed \$25,000.

Attachment:

- A. Susan Chang's Resume

Susan Chang, P.E.*Senior Transportation Manager
PBS&J***Education**B.S., Civil Engineering, University
of California, 1983**Registrations**Professional Engineering
California C41898, 1987**Professional Affiliations**Society of Women Engineers
(SWE)California Society of Professional
Engineers (CSPE)National Society of Professional
Engineers (NSPE)

Ms. Chang has more than 23 years of transportation engineering and project management experience. Her expertise includes state highway projects, toll roads, and bridge rehabilitations and retrofits. Prior to joining to PBS&J, Ms. Chang had a lengthy career with the California Department of Transportation (Caltrans) serving first as a Project Engineer for the Advance Planning Unit for Caltrans District 10, then as Project Manager for Caltrans District 4, and concluding with the role of Deputy District Director for Environmental Planning & Engineering also for District 4. While with Caltrans, she delivered the draft Environmental Impact Statement/Reports for some of the largest highway projects in California, including the Doyle Drive project in San Francisco, the Caldecott Tunnel 4th Bore project on State Highway 24, and the Marin-Sonoma Narrows widening on Highway 101.

Ms. Chang is recognized for her ability to successfully complete projects on accelerated schedules including the Carquinez Bridge replacement and retrofit projects for which she obtained environmental clearances in record time, allowing construction to begin only four years after project initiation. In addition, because of her extensive permitting experience while with Caltrans, Ms. Chang knows which modifications on the engineering side could have an impact to the approved Environmental Documents giving her a unique ability to mitigate potential issues early on that could delay your project.

RELEVANT PROJECT EXPERIENCE**Deputy District Director, Environmental Planning & Engineering, California Department of Transportation, District 4, (2002-2006):**

Responsible for delivery of all Environmental Documents and regulatory agency permits and mitigation for state highway projects in the nine-county San Francisco Bay Area. Kept the critical, complex toll bridge program -- totaling over \$7 billion - on track by successfully delivering permits and environmental reevaluations in record time. Delivered (or on schedule to deliver) Draft Environmental Impact Statement/Reports for some of the largest highway projects in California, including the Doyle Drive project in San Francisco, the Caldecott Tunnel 4th bore Project on State Hwy 24, and the Marin-Sonoma Narrows widening on Hwy 101.

Project Manager, California Department of Transportation, District 4

(1995-2002): Managed Carquinez Bridge replacement and retrofit projects from project inception into construction, including preparation of environmental documents, design and permits. Combined cost of the two projects exceeded \$600 million, and was completed on an extremely accelerated schedule. Environmental clearances were obtained in record time, with construction beginning only four years after project initiation. Was the largest Caltrans construction project ever awarded at that time (Jan 2000).

Senior Transportation Engineer, Cypress and Benicia Bridge Projects, California Department of Transportation, District 4 (1990-1995):

Assisted project manager for I-880/Cypress freeway project (\$1 billion). Developed political and local community acceptance of highly sensitive project. Assisted project manager in obtaining approvals and agreements to complete environmental document and design of the project. Responded to project needs with innovative application of governmental rules and approaches.

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DATE: September 5, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Proposed Funding Amendment #2
for Fiscal Year (FY) 2006-07

Background:

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

Solano County has typically received approximately \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF have been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning efforts.

Annually, Cities and the County, through their Transit Consortium member, and STA submit candidate projects/programs for STAF for both the Northern Counties and the Regional Paratransit. At the May 2006 STA Board meeting, an initial list of STAF projects and funding was approved. In June 2006, the STA Board approved an amendment (see Attachments A1 and A2). Along with approving the amendment, the STA Board approved a policy statement that prioritized any additional STAF funds be directed to supplement the countywide ridership survey.

Discussion:

Subsequent to the last amendment of the STAF funds, there has been a substantial increase in funds allocated to all population-based STAF funds including the Solano Northern County category. The Solano Northern County funds available for allocation has increased from \$1,175,474 to \$3,112,418. The majority of this increase is “one-time” funds resulting from Prop 42, Prop. 42 repayment and PTA spillover. As these are not projected to be long-term increases, staff is recommending that focus for these funds should not be used for on-going operating expenses but rather for one-time projects, particularly capital.

Several existing and some new projects are recommended for additional FY2006-07 STAF funding. With the approval of a previous amendment to the FY2006-07 STAF project list, the STA Board took action to prioritize the Countywide Transit Ridership Survey for future additional STAF funding. Staff is recommending \$50,000 be added to the existing budget of \$100,000 for this study. The I-80/High Occupancy Vehicle (HOV) Lane/Turning Overcrossing would be a new on/off ramp at a newly constructed overcrossing in north Vallejo. With HOV exclusive on/off ramps, intercity transit buses could directly access the future HOV lane in the middle of the freeway and avoid timely merging. For this HOV lane project, \$80,000 of STAF funding is recommended as one-third of the local match for a federal earmark that is funding a project study report for the project. The remaining two-thirds would be contributed by the County of Solano and the City of Vallejo.

As part of the Fall Transit Marketing campaign, a transit incentive is proposed. Although final details and cost are still to be refined, a two-for-one (2-for-1) monthly pass incentive for intercity bus routes is proposed. Transit operators would be reimbursed for the revenue loss from pass or cash sales. This transit incentive would decrease the initial impact of fare increases and in conjunction with the marketing campaign be a strong effort to maintain the ridership base despite recent and upcoming service and fare changes. Staff recommends allocating \$250,000 for this transit incentive. Details were discussed at the Consortium and TAC meetings and are continuing to be refined in conjunction with transit operators.

An increase of \$30,000 is recommended for STA Transit Planning and Studies to fund a Transit Coordinator position to assist with the increasing workload related to transit. Specifically, this position will be responsible for management of Route 30 and Route 90, Solano Paratransit, the Paratransit Coordinating Council (PCC), and transit services associated with the Lifeline Program and Community Based Transportation Planning (CBTP).

As a result of the transfer of Rt. 90 from Vallejo to Fairfield, additional STAF is recommended for FY 2007-08 in conjunction with the (Regional Measure) RM 2 funding distribution. These STAF funds would be for Fairfield/Suisun Transit (FST)'s operation of intercity Routes 40 and 90 and Vallejo Transit's operation of Routes 70, 80, and 85. The amount recommended for FST is \$230,000 and for Vallejo Transit is \$165,000.

Several transit operators have expressed a need for capital match funds particularly for the more expensive intercity vehicles. In response, \$1,000,000 of STAF is recommended to be allocated for an Intercity Vehicle match program. Over the next few months, STA staff will work with local transit operators to develop an Intercity long-term capital replacement plan to identify how this \$1,000,000 will be best utilized among the transit operators.

Fairfield/Suisun Transit has requested \$716,200 in matching funds for paratransit and local vehicles (see attached letter – Attachment C). At this time, STA staff is recommending postponing a decision on the allocation of STAF funds for local and paratransit vehicles and has not included it as part of this proposed amendment. It is recommended this request be considered in concert with a determination of intercity transit capital needs.

Consortium and TAC recommend approval of this item at their August 30, 2006 meeting. At the Consortium's request, staff will return with further details on three items: Countywide Transit Ridership Survey, Intercity Marketing Revenue-based Promotion, and Capital Fund/Intercity Vehicles.

Recommendation:

Approve the following:

1. The amended FY 2006-07 STAF project list; and
2. The amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds as show in attachments.

Attachments:

- A1 Approved FY 2006-07 STAF project list
- A2. Approved preliminary FY 2007-08 STAF project list
- B1. Proposed FY 2006-07 STAF project list
- B2. Proposed FY 2007-08 STAF project list
- C. FST letter request for STAF funds

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DRAFT
State Transit Assistance Funds Program
Allocation for FY 2006-07

NORTHERN COUNTIES STAF

<u>Revenue Estimate</u> ¹	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover ²	\$ 512,579
FY 2006-07 STAF Estimate	\$ 662,895
Total:	\$ 1,175,474

Projects/Programs

STA Transit Planning & Studies	\$ 110,000
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ³	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁵	\$ 54,000
Fairfield Transit Study ⁶	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 100,000
Countywide Transit Finance Assessment	\$ 60,000
<u>Transit Consolidation Study</u>	<u>\$ 40,000</u>
TOTAL:	\$ 1,065,000

Balance: \$ 110,474

REGIONAL PARATRANSIT

<u>Revenue Estimates</u> ¹	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover	\$ 65,217
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 249,039

Projects/Programs

Vallejo Intercity Paratransit Operations	\$ 88,000
Benicia Intercity Paratransit Operations	\$ 15,000
Solano Paratransit FY2005-06 Shortfall	\$ 10,000
Sol Paratransit Assessment Implementation	\$ 40,000
Sol Paratransit Vehicles Improvements	\$ 35,000
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 228,000

Balance \$ 21,039

¹ MTC Feb. 06 Estimate

² Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

³ Yr. 3 of 3 yr. Funding

⁴ 3rd yr. of match for MTC LIFT 3-yr. project grant

⁵ Includes \$27,000 unclaimed, unallocated & carried over from FY 2005-06

⁶ Approved in FY2005-06, unclaimed, unallocated & carried over from FY2005-06

PRELIMINARY
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 110,474
FY 2006-07 STAF Estimate ¹	\$ 662,895
Total:	\$ 773,369

<u>Projects/Programs</u>	
Transit Planning & Studies	\$ 115,000
SolanoLinks Marketing	\$ 113,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 30,000
Intercity Transit Operations Assistance	\$ 200,000
Intercity Transit Capital Match Program	\$ 100,000
<u>Intercity Operations Analysis Support</u>	<u>\$ 75,000</u>
TOTAL:	\$ 648,000

Balance \$ 125,369

REGIONAL PARATRANSIT

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover ¹	\$ 21,039
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 204,861

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 203,000

Balance: \$ 1,861

¹ Assumes same STAF as FY 2006-07 without Prop. 42 funds.

DRAFT
State Transit Assistance Funds Program
Allocation for FY 2006-07

NORTHERN COUNTIES STAF

<u>Revenue Estimate</u> ¹	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover ²	\$ 567,122
FY 2006-07 STAF Estimate	\$ 1,818,557
<u>Prop 42 Increment</u>	<u>\$ 726,739</u>
Total:	\$ 3,112,418

<u>Projects/Programs</u>	
STA Transit Planning & Studies	\$ 140,000*
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ³	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁵	\$ 54,000
Fairfield Transit Study ⁶	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 150,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
I-80 HOV/Turner Overcrossing PSR	\$ 80,000
Intercity Marketing Revenue-based Promotion	\$ 250,000
Capital Fund/Intercity Vehicles	\$ 1,000,000
Fairfield/Suisun Transit Rt. 40/90 Operations ⁷	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ⁷	\$ 165,000
TOTAL:	\$ 2,870,000

Balance: \$ 242,418

¹ MTC July 06 Estimate

² Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

³ Yr. 3 of 3 yr. Funding

⁴ 3rd yr. of match for MTC LIFT 3-yr. project grant

⁵ Includes \$27,000 unclaimed, unallocated & carried over from FY 2005-06

⁶ Approved in FY2005-06, unclaimed, unallocated & carried over from FY2005-06

⁷ To be carried over and claimed in FY07-08

REGIONAL PARATRANSIT

Revenue Estimates¹

	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover	\$ 65,217
<u>FY 2006-07 STAF Estimate</u>	<u>\$ 183,822</u>
Total:	\$ 249,039

Projects/Programs

Vallejo Intercity Paratransit Operations	\$ 88,000
Benicia Intercity Paratransit Operations	\$ 15,000
Solano Paratransit FY2005-06 Shortfall	\$ 10,000
Sol Paratransit Assessment Implementation	\$ 40,000
Sol Paratransit Vehicles Improvements	\$ 35,000
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 228,000

Balance \$ 21,039

PRELIMINARY
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 242,418
FY 2006-07 STAF Estimate ¹	\$ 662,895
Total:	\$ 905,313

<u>Projects/Programs</u>	
Transit Planning & Studies	\$ 115,000
SolanoLinks Marketing	\$ 113,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 30,000
Intercity Transit Operations Assistance	\$ 200,000
Intercity Transit Capital Match Program	\$ 100,000
<u>Intercity Operations Analysis Support</u>	<u>\$ 75,000</u>
TOTAL:	\$ 648,000

Balance \$ 253,313

REGIONAL PARATRANSIT

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover ¹	\$ 21,039
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 204,861

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 203,000

Balance: \$ 1,861

¹ Assumes same STAF as FY 2006-07 without Prom AD funds or spillover funds as originally forecast

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Home of
Travis Air Force Base

CITY OF FAIRFIELD RECEIVED

Founded 1856

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

ATTACHMENT C

Incorporated December 12, 1903

707.428.7635
FAX 707.426.3298

AUG - 8 2006

SOLANO TRANSPORTATION
AUTHORITY

Department of Public Works

August 7, 2006

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
Jack Batson
707.429.6298

Councilmembers
707.429.6298

Marilyn Farley

Frank Kardos

John Mraz

...

City Manager
Kevin O'Rourke
707.428.7400

...

City Attorney
Greg Stepanich
707.428.7419

...

City Clerk
Arletta Conright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Planning &
Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

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

RE: Allocation of STAF for Bus Purchase FY 2006-2007 to FY 2007-2008

Dear Mr. Halls:

Fairfield/Suisun Transit (FST) is seeking to replace a total of ten (10) urban buses with seven (7) being purchased this fiscal year and three (3) being purchased in FY 07-08. The Federal Transit Administration states that the Federal "life" or expected useful life of a medium-size, heavy-duty transit bus (approximately 30') is 10 years or 350,000 miles. These buses will begin to replace the oldest 30' buses in our fleet that date back to 1982. Our average fleet age is 14½ years old with buses ranging from 4 to 24 years old.

Procurement of these buses is critical to our operational fleet. Their addition will also assist in holding down maintenance costs as many parts on our 1982 and 1985 models were discontinued and must be fabricated.

FST had originally joined a procurement consortium for diesel-hybrid buses led by the San Joaquin Regional Transit District, but the California Air Resources Board denied FST's participation as well as many other consortium signatories. Now, a procurement has been located that would allow FST to acquire seven 35' low-floor diesel buses this fiscal year, and possibly three more from the same procurement in FY 07-08.

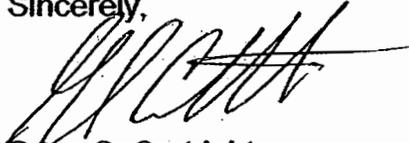
The cost of the urban buses is roughly \$345,000 each x 7 = \$2,415,000 with a 20% match of \$483,000. FST is also seeking to procure two (2) paratransit buses at roughly \$58,000 each x 2 = \$116,000 with a 20% match of \$23,200. Total match needed for FY 06-07 is \$506,200. For FY 07-08, FST is seeking to procure 3 more urban buses with costs escalating to roughly \$350,000 each. Thus, \$350,000 x 3 = \$1,050,000 with a 20% match totaling \$210,000.

Therefore, the City of Fairfield respectfully requests an allocation of SEVEN HUNDRED SIXTEEN THOUSAND, TWO HUNDRED (\$716,200) in STAF to cover

the required local match for these purchases. Of that sum, \$506,200 would be required in FY 2006-2007 and \$210,000 in FY 2007-2008.

Thank you in advance for your consideration of this request. Should you have any questions or need additional information, please contact George Fink at (707) 428-7768, or via e-mail gfink@ci.fairfield.ca.us

Sincerely,



Gene S. Cortright
Director of Public Works

c: Mike Duncan, Asst. Director Public Works
Elizabeth Richards, Director of Transit & Rideshare Services
Sandra Williams, Sr. Management Analyst
George K. Fink, Transit Manager



DATE: September 5, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: The Future of Solano County Highway Corridors
1. Funding Overview
2. Priority Projects with Funding Shortfall

Background:

The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 SR 12 Major Investment Study identified highway and transit improvements throughout Solano County. Several of these improvements are currently being implemented or have plans to begin in the near future. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities.

Funding of the STA Priority Projects throughout the county include highway projects, reliever routes and transit facilities. Funding for transportation projects throughout the county rely on the limited state and federal funding available to make these much needed improvements. However, because this funding is very limited, decisions have to be made to determine which projects take priority for this funding.

Discussion:

At the meeting, staff will provide an overview of the three areas related to the highway corridors. These are; 1.) Funding Overview and 2.) Priority Projects with Funding Shortfall. The subsequent discussion by the STA Board on these topics will provide staff direction on how to proceed and follow-up. Specifically:

Funding Overview

Solano County obtains funding through the State Transportation Improvement Program (STIP) including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, State Highway Operations & Protection Program (SHOPP), Regional Measure 2 (RM 2), and Federal Earmarks. However, each fund source is limited by legislative requirements specific to each funding category, therefore these funds are limited and require STA Board direction on how to best focus these limited funds on priority projects. In addition, the proposed Infrastructure Bonds that is on the November 2006 ballot could provide additional funding project specific funds and a STIP augmentation.

The Solano County 2008 and 2010 STIP is anticipated to be approximately \$30 million. This is the primary fund source subject to the STA Board adoption of priorities projects for funding.

The SHOPP is competitive based on need and the fund estimate adopted by the California Transportation Commission.

Regional Measure 2 (RM 2) funding has already been allocated to specific projects, with no opportunity to obtain additional funding through this source. Currently, there is no planned toll augmentation to support additional transportation projects.

There will be on-going annual federal earmark opportunities for transit projects and the federal highway bill earmark opportunities in 2010. However, these are uncertain as to the level of funding.

The pending \$19.9 billion State Infrastructure Bond for Transportation, if passed by voters in November 2006, would provide an opportunity for funding not only high profile projects that have the support of the Metropolitan Transportation Commission (MTC) and Caltrans, but also a STIP augmentation of approximately \$16.7 million for Solano County.

Priority Projects will Funding Shortfall

In May 2006, the STA Board adopted the STA priority projects. However, based on the current projection of available funding, the STA Board needs to adopt short-term (2006-2010) project funding priorities. At the September Board workshop, STA staff will propose options for the Board to consider and provide feedback on. It is anticipated that at the October Board meeting, based on feedback from the September Board meeting, and input from the Consortium and TAC, project funding priorities will be adopted. These adopted priorities will be the basis of future regional funding programming done by the STA.

Recommendation:
Informational.



DATE: September 6, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges

Background:

Solano County is currently under going or has plans to complete many highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities. Specifically these projects include the North Connector reliever route, the Jepson Parkway reliever route, North Texas Interchange, Rio Vista Bridge Study, State Route 12/Church Road Intersection and the I-80 High Occupancy Vehicle (HOV) Lanes/Turner Avenue Overcrossing in Vallejo. Currently the STA does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. With the forecast for several upcoming projects, these funding negotiations would again be required. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

A funding policy would identify a definition for regionally significant reliever routes and list regionally significance local interchanges that would be eligible for Solano County regionally generated funds. Additionally, the policy would outline the requirements for local contributions to these projects. The intent is to provide implementing agencies such as, STA, the seven cities, and the County a uniform policy for funding projects with regionally generated funds.

Regionally generated funds include; Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP), a future Solano County Transportation Sales Tax (funds other than local return-to-source), a future state bond(s) for infrastructure investment, and federal funds other than earmarks obtained by the local jurisdiction.

Discussion:

Solano County is striving to continuously improving the highway corridors, interchanges and providing for reliever routes. Funding investment in these improvements would vary based on the purpose of the project and the community served by the improvement. In some cases the improvements serve both the local community and the region. These projects should be considered to receive a portion of the regional funds.

This draft policy has three segments; 1.) The identification of eligible projects or the definition of eligible projects, 2.) The project must be on the STA priority work plan adopted by the STA Board, and 3.) The funding policy for regional funds and matching local contributions.

Eligible Project Definitions

Eligible Interchange Project Definition: The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified specific highway projects along the corridors as well as interchange improvements. Generally interchange improvements identified in these Studies are considered regionally significant. The 2004 I-80/I-680/I-780 Major Investment & Corridor Study also generated a list of interchanges under the title “Recommended Local Interchange Improvements Prioritized by Local Jurisdiction”, (Attachment A) which will be the basis for interchange improvements not funded with regional funds. In addition, providing improved access to the county’s intermodal facilities and High Occupancy Vehicle (HOV) lanes would also be included in the interchanges eligible for funding with regional funds. These intermodal facilities include: Vacaville Intermodal Transportation Center, Fairfield Transportation Center, Curtola Park-and-Ride in Vallejo, and the Benicia Transportation Center. Based on this criterion, the local interchanges considered regionally significant could include:

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Cortola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)

Highway Reliever Route Definition: The intent of reliever routes is to provide a local alternative to the state highway for travel between the cities in Solano County. The reliever routes provide regional benefit in that they alleviate congestion on the state highway system and local benefit as they provide traffic alternatives for local residents. Currently the two STA identified reliever route projects are the North Connector and the Jepson Parkway. Both projects are on the adopted STA priority work plan. In the future, currently unidentified reliever routes would be required to provide similar regional traffic benefits as these two projects and to be in the adopted STA Overall Work Plan (OWP).

STA Overall Work Plan (OWP): Annually the STA Board adopts a two-year work plan that identifies priority projects that are considered for regional funding. This is known as the STA Overall Work Plan. Any project to be considered for regional transportation funds must be on this priority work plan adopted by the STA Board. Once the STA Board adopts the priority projects, each project is subject to programming priorities by the Board. With the limitations in transportation funding, not all projects adopted by the STA Board can be constructed in parallel, but rather in consecutive order.

Funding Policy Proposal: Based on the past funding policy from the I-80/Leisure Town Interchange and the Walters Road improvements in Suisun City as part of the Jepson Parkway Project, the local contribution was approximately 50% with 50% from regional fund sources. This funding split aligned with the local benefit versus the regional benefit. The

proposed funding policy is to have this local contribution at 50% for projects that also meet a regional significance. The regional funds for projects would be programmed by the STA based on approval by the STA Board. The local funding contribution could be obtained by multi-city/county pooling of funds to reach the level of 50% local funds.

Solano County is currently under going or has plans to complete many highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities. Importantly, there are near term these projects which necessitate the need to have a funding policy by the Board, these are the North Connector and the Jepson Parkway Reliever Routes. Currently the STA Board does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

A subset of this policy is for the STA Board to consider supporting the County's modification of the existing County Facility Fee to include roadways. Discussion of this issue at the September Board meeting would lead to a possible October 2006 action by the Board.

The schedule for the STA Board to adopt this funding policy would follow adoption of the policy by the Technical Advisory Committee (TAC) in June, discussions at the STA Board workshop in July, September and STA Board adoption in fall 2006. On June 28, 2006, the TAC by a 6 to 2 vote (Solano County and Suisun City voting no) recommending the STA Board support this policy. On July 10, 2006, the STA Board Arterials, Highways, and Freeways Committee supported the policy with a 5 to 1 vote (City of Rio Vista voted no).

Based on feedback by the STA Board in September, staff is requesting that the Board adopt a funding policy at the October Board meeting.

Fiscal Impact:

There is no direct fiscal impact, other than the projects would be required to be on the STA adopted OWP to insure adequate resources have been set aside for the projects.

Recommendation:

Informational.

Attachment:

- A. I-80/I-680/I-780 Major Investment & Corridor Study - Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

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Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$3.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Pitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

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