



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074



**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

Members:

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

**10:00 a.m., Wednesday, February 22, 2006  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

- I. CALL TO ORDER**
- II. ELECTION OF CHAIR AND VICE CHAIR FOR 2006**  
(10:00 – 10:05 a.m.)
- III. APPROVAL OF AGENDA** (10:05 – 10:10 a.m.)
- IV. OPPORTUNITY FOR PUBLIC COMMENT**  
(10:10 – 10:15 a.m.)
- V. REPORTS FROM MTC AND STA STAFF**  
(10:15 – 10:20 a.m.)
- VI. CONSENT CALENDAR**  
*Recommendation: Approve the following consent items in one motion.*  
(10:20 – 10:25 a.m.)
  - A. Minutes of the Consortium Meeting of January 25, 2006**  
*Recommendation:*  
*Approve minutes of January 25, 2006.*  
**Pg. 1**
  - B. STA Board Meeting Highlights – February 8, 2006**  
*Informational*  
**Pg. 7**
  - C. STIA Board Special Meeting Highlights – February 1, 2006**  
*Informational*  
**Pg. 13**

John Harris, Chair

Johanna Masiclat

Johanna Masiclat

Johanna Masiclat

**CONSORTIUM MEMBERS**

John Andoh  
Benicia  
Transit

Jeff Matheson  
Dixon  
Readi-Ride

George Fink  
Fairfield/Suisun  
Transit

J.D. Lynd  
Rio Vista  
Transit

Brian McLean  
Vacaville  
City Coach

John Harris  
Vallejo  
Transit

Paul Wiese  
County of  
Solano

**D. STA 2006 Board Meeting Calendar Update** Johanna Masiclat  
Informational  
**Pg. 17**

**E. Funding Opportunities Summary** Sam Shelton  
Informational  
**Pg. 19**

## VII. ACTION ITEMS

**A. Intercity Transit Funding Agreement – Status Update** Elizabeth Richards  
Recommendation:  
*Recommend the STA Board to approve the following:*  

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

**(10:25 – 10:35 a.m.) – Pg. 25**

**B. Lifeline Transportation Funding Program Advisory Committee** Elizabeth Richards  
Recommendation:  
*Appoint a Consortium member to the Lifeline Advisory Committee.*  
**(10:35 – 10:40 a.m.) – Pg. 31**

**C. Alternative Modes Fund Strategy** Robert Guerrero  
Recommendation:  
*Forward a recommendation to the STA Board to approve the Alternative Modes Strategy as specified in Attachment A.*  
**(10:40 – 10:50 a.m.) – Pg. 33**

**D. Legislative Update – February 2006** Jayne Bauer  
Recommendation:  
*Forward a recommendation to the STA Board to approve the following:*  

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

**(10:50 – 10:55 a.m.) – Pg. 39**

## VIII. INFORMATION ITEMS

- A. **Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County of Solano** Daryl Halls  
*Informational*  
(10:55 – 11:00 a.m.) – Pg. 59
- B. **STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08** Janet Adams  
*Informational*  
(11:00 – 11:05 a.m.) – Pg. 87
- C. **2007 Transportation Improvement Plan (TIP) Development** Jennifer Tongson  
*Informational*  
(11:05 – 11:10 a.m.) – Pg. 105
- D. **Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Estimates for FY 2006-07** Elizabeth Richards  
*Informational*  
(11:10 – 11:15 a.m.) – Pg. 113
- E. **Unmet Transit Needs Comments for FY 2006-07** Elizabeth Richards  
*Informational*  
(11:15 – 11:20 a.m.) – Pg. 115
- F. **Solano Napa Commuter Information (SNCI) FY 2005-06 Mid-Year Report** Anna McLaughlin  
*Informational*  
(11:20 – 11:25 a.m.) – Pg. 117
- G. **SNCI Monthly Issues** Anna McLaughlin  
*Informational*  
(11:25 – 11:30 a.m.) – Pg. 125
- H. **Local Transit Issues** Group

## IX. ADJOURNMENT

The next regular meeting of the SolanoLinks Intercity Transit Consortium is scheduled at 10:00 a.m. on Wednesday, March 28, 2006.





**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the meeting of January 25, 2006**

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**I. CALL TO ORDER**

Chair Harris called the regular meeting of the SolanoLinks Intercity Transit Consortium to order at approximately 10:15 a.m. in the Solano Transportation Authority Conference Room.

<b>Consortium Present:</b>	John Andoh	Benicia Transit
	George Fink	Fairfield/Suisun Transit
	Brian McLean	Vacaville City Coach
	John Harris	Vallejo Transit

<b>Also Present:</b>	Daryl Halls	STA
	Dan Christians	STA
	Elizabeth Richards	STA/SNCI
	Anna McLaughlin	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Sam Shelton	STA
	Johanna Masiclat	STA
	Nancy Whelan	Nancy Whelan Consulting

**II. APPROVAL OF AGENDA**

On a motion by George Fink, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Elizabeth Richards announced that the new Chair and Vice Chair for the Consortium would be selected at the next regular scheduled meeting on February 28, 2006.

#### V. CONSENT CALENDAR

On a motion by George Fink, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium approved the Consent Calendar Items A through E.

Recommendation:

**A. Minutes of the Consortium Meeting of November 25, 2005.**

Recommendation:

Approve minutes of November 25, 2005.

**B. STA Board Meeting Highlights – January 11, 2006**

Informational

**C. STIA Board Meeting Highlights – January 11, 2006**

Informational

**D. STA 2006 Board Meeting Calendar Update**

Informational

**E. Funding Opportunities Summary**

Informational

#### VI. ACTION ITEMS

**A. STIA Adoption of Draft Traffic Relief and Safety Plan (TRSP) Prior to Forwarding to Cities and County for Approval**

Daryl Halls summarized the draft “Traffic Relief and Safety Plan for Solano County” County Transportation Expenditure Plan (dated January 25, 2006) to be reviewed and adopted by the STIA Board at a Special Meeting on February 1, 2006. He also highlighted the funding allocation percentages and estimated funding for the major priority project categories included in the draft expenditure plan.

City of Fairfield’s George Fink recommended striking the word “paratransit” under Senior and Disabled Transit to maximize the flexibility of the funds and provide the widest options for serving the senior and disabled population.

Recommendation:

Forward a recommendation to the STIA Board to approve the draft “Traffic Relief and Safety Plan for Solano County” as specified in Attachment A.

On a motion by George Fink, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation with the amendment as specified.

**B. Final Draft State Route (SR) 12 Transit Corridor Study**

Dan Christians provided an overview of the revised report entitled “State Route 12 Corridor Study, January 2006”. He also distributed an addendum that included incorporated revisions from the City of Fairfield; SR 12 Projected Ridership by Implementation Phase, Estimated Current Costs and Revenues by Phase, and further text updates and edits requested from members of the TAC.

Recommendation:

Forward a recommendation to the STA Board to approve the final SR 12 Transit Corridor Study dated January 2006.

On a motion by John Andoh, and a second by George Fink, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation as amended.

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

Elizabeth Richards reviewed the goals drafted by the Intercity Funding Group (ITF) for developing a uniform methodology for shared funding of Intercity Transit Services. She stated that the evaluation of Intercity Transit Service would be based not only on cost but also for system-wide impacts and service evaluation parameters. She cited that this will be brought through the TAC and to the STA Board for approval once a draft methodology for intercity transit service subsidy and the underlying costs and revenues have been agreed to by the transit operators and funding partners.

After further discussion, the Transit Consortium voted to table this item until the next meeting in February and requested staff develop broad Guiding Principles in lieu of the proposed goals presented for the Intercity Transit Funding Group.

Recommendation:

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

1. Goals for the Intercity Transit Funding Group
2. Service Evaluation Parameters

On a motion by George Fink, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium voted to table this item until the next meeting in February and requested staff develops broad Guiding Principles in lieu of the proposed goals presented for the Intercity Transit Funding Group.

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

Elizabeth Richards reviewed the draft SolanoLinks Transit Consortium Work Plan for 2006. She cited that the work plan ranges from transit service and funding to planning and marketing.

Based on input, the Transit Consortium reviewed the draft work plan and offered several modifications to the work plan.

Recommendation:

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

On a motion by Brian McLean, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation to include the modifications discussed to the work plan.

**E. State Legislative Update – January 2006**

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

Recommendation:

Forward a recommendation to the STA Board to support the following priorities pertaining to a proposed bond measure for transportation including the following elements:

1. Adopt a constitutional amendment to protect Proposition 42.
2. Provide earmarks for Solano County projects including the I-80/I-680/SR 12 Interchange, SR 12 Jameson Canyon, Corridor Management (i.e. McGary Road) projects, and Capitol Corridor track improvements.

On a motion by Brian McLean, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**VII. INFORMATION ITEMS**

**A. Development of a Draft Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08**

Daryl Halls reviewed STA's draft Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08 that has been updated by staff. He noted the revised Work Plan includes 38 of the previous 42 items on the current list of STA Board adopted priority projects. He stated that the schedule for development and adoption as well as the funding of the OWP would be agendized as part of the STA's adoption of its FY 2006-07 and FY 2007-08 budgets scheduled for June 2006.

**B. Regional Measure 2 Update**

Jennifer Tongson reviewed the Regional Measure 2 (RM 2) Capital Program Project List for STA sponsored projects and the RM 2 Solano County Status Matrix. She also scheduled a series of meetings on February 9, 2006 with implementing agencies to discuss the status, schedule, funding plan, and agency roles and responsibilities for RM 2 capital projects.

**C. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) FY 2005-06 Status**

Elizabeth Richards stated that the new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections are in the process of being developed by MTC. She cited that MTC's estimates will be released in late February and TDA and STAF requests that have not been submitted to MTC will not appear. She stated that staff would be working with local jurisdictions to clarify the status of any outstanding allocations.

**D. Lifeline Transportation Funding Program**

Elizabeth Richards cited that the first Call for Projects is planned for March 2006 with applications due at the end of April 2006. She stated that MTC would be holding a Lifeline Funding Program informational meeting in Vallejo on Thursday, February 16, 2006.

**E. Alternative Modes Funding Strategy**

Robert Guerrero distributed and reviewed a revised draft Alternative Modes Funding Strategy. He cited that the estimated funding amounts indicated for each program would be available for allocation in the amounts specified for each fiscal year. He recommended the strategy be implemented by having the Alternative Modes Committee be the primary review body for TLC projects with the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee continuing to serve as the primary review body for bicycle and pedestrian programs.

**F. Emergency Ride Home Program Update**

Anna McLaughlin provided an update to the Emergency Ride Home Program. She indicated that marketing materials are in the process of being printed and are scheduled to be available by the end of January. She also cited that the program will be promoted at employer events, through Chambers of Commerce, and on the STA website.

**G. SNCI Monthly Issues**

Anna McLaughlin highlighted updated transit schedules, Partnership's Regional Transit Marketing Committee (RTMC), Welfare to Work (Solano), and events.

**H. Local Transit Issues**

The cities of Benicia, Dixon, Fairfield, Rio Vista, and Vacaville reported on local transit issues.

**IX. ADJOURNMENT**

The meeting was adjourned at approximately 11:50 a.m. The next meeting is scheduled for **Wednesday, February 28, 2006 at 10:00 a.m.** in the STA Conference Room.





**Solano Transportation Authority**  
**Board Meeting Highlights**  
**February 8, 2006**  
**6:00 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STA Clerk of the Board  
**RE:** Summary Actions of the February 8, 2006 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 8, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

**BOARD 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 Vasquez (Alternate Member)	County of Solano

**BOARD MEMBERS ABSENT:**

John Silva	County of Solano
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**ACTION ITEMS: FINANCIAL**

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

Recommendation:

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

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

**ACTION ITEMS: NON FINANCIAL**

**A. Adoption of Support for STIA’s County Transportation Expenditure Plan titled, “Traffic Relief and Safety Plan (TRSP) for Solano County”**

Recommendation:

Approve the following:

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

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

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

Recommendation:

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

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

**No comments received.**

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

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

Recommendation:

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

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

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

Recommendation:

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

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

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

Recommendation:

Approve the following:

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

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

**CONSENT CALENDAR ITEMS:**

On a motion by Vice Chair Intintoli, and a second by Member Sperring, the consent items A through H were approved in one motion.

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

Recommendation:

Approve STA Board minutes of January 11, 2006

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

Recommendation:

Receive and file.

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

Recommendation:

Informational.

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

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

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

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

**UPDATE FROM STAFF**

**A. Caltrans Report**

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

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

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

**B. MTC Report**

None presented.

**C. STA Report**

**1. Federal Legislative Update**

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

**2. State Legislative Update**

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

**INFORMATIONAL ITEMS (No Discussion Necessary)**

**A. Lifeline Transportation Funding Program**

**B. Funding Opportunities Summary**

**ADJOURNMENT**

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





**Solano Transportation Improvement Authority Board  
Special Meeting Highlights For February 1, 2006, 6:00 p.m.**

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**Notice to the Public:**

**By action of the Solano County Board of Supervisors, a new public agency has been established. The new public agency is the Solano Transportation Improvement Authority (STIA) and it has been established pursuant to, and for the purposes provided for under, California Public Utilities Code §§180000 et seq.**

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STIA Clerk of the Board  
**RE:** Summary Actions of the February 1, 2006 STIA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a Special Meeting held on February 1, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

**BOARD MEMBERS PRESENT:**

Jim Spering (Chair)	City of Suisun City
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Len Augustine	City of Vacaville
John Vasquez (Arrived at 6:20 p.m.)	County of Solano

**BOARD MEMBERS ABSENT:**

Anthony Intintoli	City of Vallejo
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**ACTION ITEMS: FINANCIAL**

**None presented.**

**ACTION ITEMS: - NON FINANCIAL**

**A. Summary of Public Input Process for Traffic Relief and Safety Plan**

Recommendation

Receive and file.

**B. STIA Adoption of County Transportation Expenditure Plan titled, "Traffic Relief and Safety Plan (TRSP)"**

Recommendation

Approve the following:

1. Adoption of STIA Resolution 2006-02 - Approving the County Transportation Expenditure Plan, titled the "Traffic Relief and Safety Plan for Solano County."
2. Authorize the Executive Director to forward the plan to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors for their approval.

Ayes: 7

Noes: 0

Absent: 1

Abstain: 0

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

**CONSENT CALENDAR ITEMS:**

Recommendation:

Approve the following consent items in one motion.

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

Recommendation:

Approve minutes of January 11, 2006.

**B. STIA Board Meeting Schedule Update**

Recommendation:

Informational.

On a motion by Member Augustine, and a second by Member Price, the consent calendar items were approved in one motion.

**INFORMATIONAL ITEM**

**A. Transportation Sales Tax Ordinance**

**ADJOURNMENT:**

The next scheduled meeting will be a **Special Meeting at 6:00 p.m., Wednesday, February 22, 2006 at the Suisun City Hall.**





DATE: February 13, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA 2006 Board Meeting Calendar Update

**Background:**

Attached is the updated STA Board meeting calendar for 2006 that may be of interest to the STA TAC and Consortium.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA 2006 Board Meeting Calendar

2006 BOARD MEETING SCHEDULE

DATE	TIME	DESCRIPTION	LOCATION	STATUS
February 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 2 or 9	6:30 p.m.	Joint BAC/PAC Meeting	STA Conference Room	Tentative
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 17	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 8	6:00 p.m.	STA Annual Awards	TBD - Vacaville	TBD
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: February 15, 2006  
 TO: SolanoLinks Intercity Transit Consortium  
 FROM: Sam Shelton, Planning Assistant  
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program	Dana Lang, MTC, (510) 817-5764	February 24, 2006
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong (303) 449-4893	February 27, 2006
Solano Bicycle and Pedestrian Program (SBPP)	Robert Guerrero, STA (707) 424-6014	March 9, 2006
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	Call for Projects in January 2006, Due in March 2006
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	Call for Projects in January 2006 Due date TBD



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*FUNDING OPPORTUNITY:*

**Federal Transit Administration (FTA)  
Section 5310 Elderly and Disabled Transportation Program**

Due February 24, 2006

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:

- Private nonprofit corporations
- Public agencies:
  - where no private nonprofits are readily available to provide the proposed service
  - have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.

Program Description: This program helps agencies purchase capital equipment for elderly and disabled transit services.

Funding Available: \$12.5 million was available in 2005-06 and at least that much should be available this cycle. Applicants may request up to \$700,000 in equipment per year. With the 20% match, a maximum of \$560,000 in federal funds is available per applicant.

Example Projects: 2003-04 FTA 5310 funded project:  
STA – Two Solano Paratransit Buses - \$92,800 in FTA Section 5310 funds.  
  
Other example projects include vans, small buses, computers, software, and mobile radios.

Further Details: **Applicants must receive a “Letter of Coordination” from the Paratransit Coordinating Council (PCC). The next PCC meeting is on January 20, 2006.**  
Application Workshop – January 12, 2006 at MTC.  
MTC will review draft applications if received by January 27, 2006.  
Final applications due to Caltrans, MTC, and Solano PCC by February 24, 2006.  
<http://www.mtc.ca.gov/funding/5310.htm>

Program Contact Person: Dana Lang, MTC, (510) 817-5764, [dlang@mtc.ca.gov](mailto:dlang@mtc.ca.gov)

STA Contact Person: Anna McLaughlin, SNCI Program Manager, (707) 424-6075

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***FUNDING OPPORTUNITY:***

**Bikes Belong Grant Program**

Due by February 27, 2006

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

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

- Eligible Project Sponsors: Cities 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 Funded 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
- Funding Contact: Elizabeth Train, Grants Program Administrator  
Bikes Belong Coalition  
<http://bikesbelong.org>  
1245 Pearl Street, Suite 212  
Boulder, Colorado 80302-5253  
(303) 449-4893
- STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)
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*FUNDING OPPORTUNITY:*

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

Call for Projects, February 9, 2006  
Tentatively due March 9, 2006

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

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

- Eligible Project Sponsors: Groups who are responsible for the construction and maintenance of bicycle and pedestrian facilities are eligible. They are also subject to the requirements of TDA Article 3 funding, Countywide Bicycle and Pedestrian Program, and possibly Air District programs such as Transportation for Clean Air funds.
- Program Description: SBPP funds are intended to implement mainly priority bicycle and pedestrian projects found in the Solano Countywide Bicycle and Pedestrian Plans.
- Funding Available: Funding available to this program will be subject to an adopted Alternative Modes Funding Strategy currently in development.
- Eligible Projects: Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.
- Further Details: SBPP Website (online application materials):  
<http://www.solanolinks.com/programs.html#sbpp>
- SBPP Schedule:
- **Project Sponsor SBPP Application Workshop February 22, 2006** (after the TAC meeting).
  - Joint BAC/PAC Funding Recommendation Meeting May 11, 2006
  - TAC makes an SBPP Funding Recommendation to STA Board May 31, 2006
  - STA Board makes a SBPP Funding Decision June 14, 2006

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



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*FUNDING OPPORTUNITY:*

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

Call for Projects, January 2006  
Due March 2006

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the 2005-06 YSAQMD Clean Air Funds Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

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

Funding Available: Approximately \$290,000 is historically available.

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

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

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

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

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*FUNDING OPPORTUNITY:*

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

Call for projects in January  
Due date to be determined

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

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

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

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

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

**Program Contact Person:** Robert Guerrero, Associate Planner, 707.424.6014

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DATE: February 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Intercity Transit Funding Agreement – Status Update

**Background:**

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

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

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

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

**Discussion:**

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

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

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

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

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

**Recommendation:**

Recommend the STA Board to approve the following:

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

Attachments:

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

**INTERCITY TRANSIT FUNDING**

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**Guiding Principles**

**Principle 1:**

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

**Principle 2:**

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

**Principle 3:**

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



**INTERCITY TRANSIT SERVICE**

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**Service Plan Review**

**Potential Route Analysis Evaluation Parameters**

**Productivity Measures**

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

**Policy/Coverage Requirements**

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





DATE: February 15, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
SUBJECT: Lifeline Transportation Funding Program Advisory Committee

**Background:**

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of \$1,076,866. The funding will be derived from a variety of sources including Congestion Management Air Quality (CMAQ), Jobs Access Reverse Commute (JARC) and State Transit Assistance (STA). Each of these funding sources have guidelines on how the funds may be spent which, in total, will influence the types of Lifeline projects that may be funded.

For the first time, the STA will be managing Lifeline Funds. STA will be making project recommendations to MTC. STA staff is working with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. In December 2005 the STA Board approved the establishment of Lifeline Advisory Committee to evaluate Solano project proposals. One member of the Advisory Committee is a representative from the Consortium.

**Discussion:**

The first Call for Projects is planned for March 2006 with applications due approximately two months later. The Lifeline Advisory Committee is expected to meet once in early March and in late May or early June to evaluate and recommend proposals for funding.

**Recommendation:**

Appoint a Consortium member to the Lifeline Advisory Committee.





DATE: February 13, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: Alternative Modes Fund Strategy

**Background:**

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

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

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

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

**Discussion:**

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

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

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

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

**Recommendation:**

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

Attachments:

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

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

2/13/2006

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

### Geographical Summary of the Alternative Modes Strategy

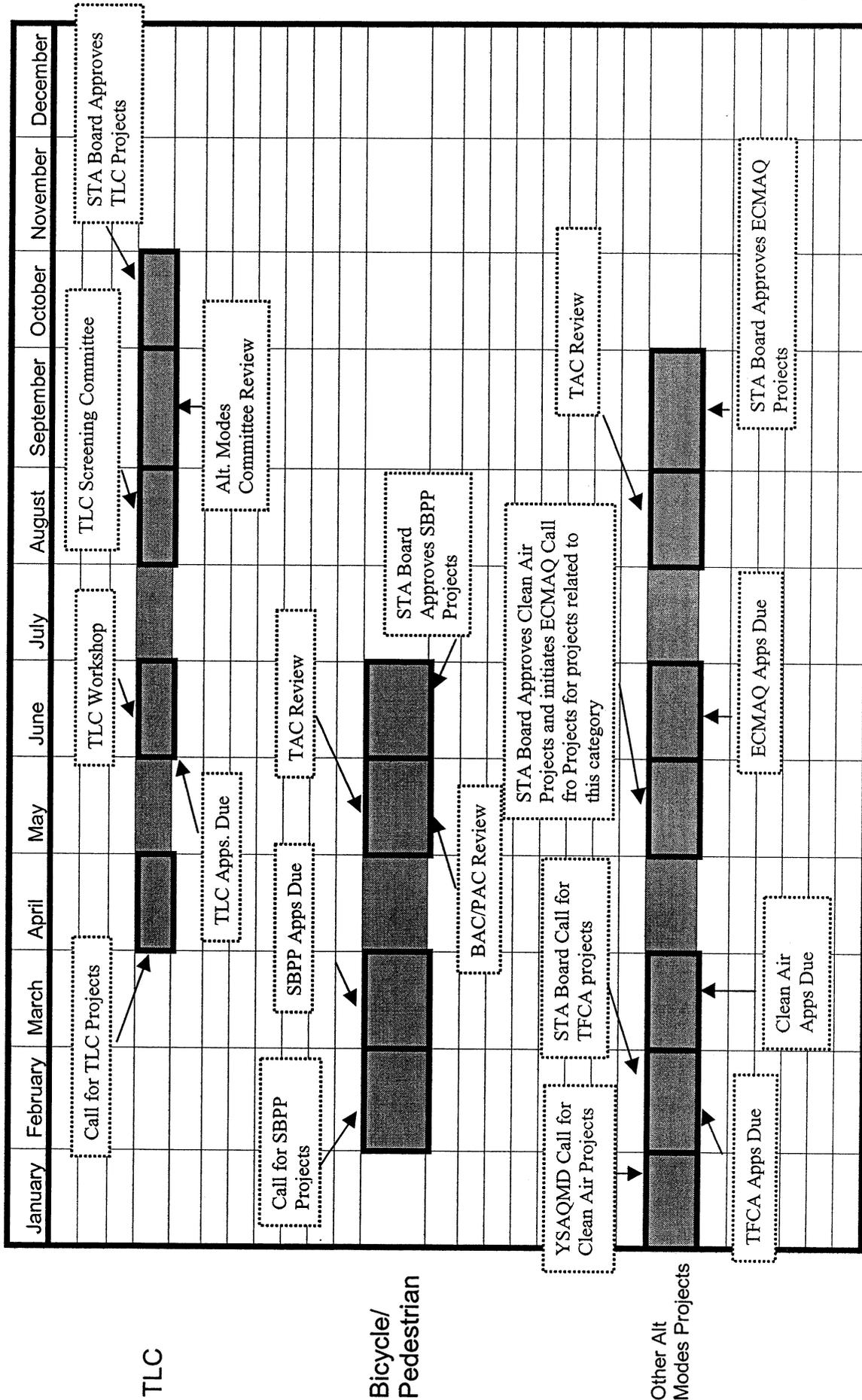
	East County (Dixon, Rio Vista, Unincorp. Solano County, and Vacaville)	West County (Benicia, Fairfield, Unincorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) <sup>1</sup> - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality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

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

**\*ECMAQ Assumptions**

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

# 2006 Alternative Modes Strategy Proposed Implementation Schedule







DATE: February 14, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: State Legislative Update – February 2006

**Background:**

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

These include the following:

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

**Discussion:**

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

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

AB 1783, introduced by Assembly Member Nunez, proposes the California Infrastructure, improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006, to finance state and local government infrastructure through various funding sources, including bonds, fees, assessment, and others. The financing would be used to fund purposes such as transportation, flood control, safe water systems, environmental improvement, housing, hospital seismic safety repair, and emergency public safety communications equipment, among others. At this point, the bond is primarily conceptual, with no specifics. The full text of AB 1783 is included as Attachment H (under separate cover).

SB 1024 was introduced by Senators Perata and Torlakson in early 2005. Originally, the bill was proposed to enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval. The STA took a watch position on SB 1024 in May, 2005.

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

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

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

**Recommendation:**

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

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

**Attachments:**

- A. CSAC Principles Regarding the Governor's Strategic Growth Plan
- B. MTC Principles for a Successful Infrastructure Bond
- C. Senator Perata Letter to the CTC regarding the Governor's Strategic Growth Plan
- D. CTC Staff Comments on the Governor's Strategic Growth Plan to the CTC
- E. Self-Help Counties Chart Summarizing and Comparing the Various Bond Proposals
- F. Bay Area CMA Directors State Infrastructure Financing Package Principles
- G. Draft STA Principles for State Infrastructure Financing

**Under Separate Cover:**

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





**CALIFORNIA STATE ASSOCIATION OF COUNTIES**

1100 K Street, Suite 101

Sacramento, CA 95814

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

January 2006

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

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

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

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

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

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

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

# MTC Principles for a Successful Infrastructure Bond

Adopted January 25, 2006

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

The infrastructure bond should:

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



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# California State Senate

COMMITTEES  
RULES  
CHAIRMAN

SENATOR DON PERATA  
PRESIDENT PRO TEMPORE



February 1, 2006

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

Dear Mr. Tavaglione:

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

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

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

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

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

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

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

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

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

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

Mr. Tavaglione  
Page 3

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

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

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

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

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

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

Mr. Tavaglione

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

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

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

Sincerely,



DON PERATA  
President Pro Tempore

DP:bkjt

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

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

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

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

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

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

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



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

General Principles

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

Bond Measure Principles

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



## Draft Principles for State Infrastructure Financing

Solano Transportation Authority  
February 22, 2006

### General Principles

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

### Bond Measure Principles

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





DATE: February 13, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County of Solano

**Background:**

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half cent sales tax measure for transportation on the ballot, but has not achieved the supermajority voter threshold of 2/3 necessary for passage.

On December 14, 2005, the Solano Transportation Improvement Authority (STIA) Board unanimously approved the initiation of the County Transportation Expenditure Plan in preparation for placement of a local sales tax measure for transportation on the ballot for either June or November of 2006.

On January 11, 2006, the STIA Board unanimously approved the release of a draft expenditure plan for public review and input and titled the new plan, "Traffic Relief and Safety Plan for Solano County." The Plan reflects input provided at a multitude of public input meetings and the emphasis being placed on relieving traffic congestion and provided improved travel safety throughout Solano County as part of the development of this Expenditure Plan.

**Discussion:**

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

**PROCESS FOR PLACEMENT OF PLAN ON BALLOT**

In order for both the "Traffic Relief and Safety Plan for Solano County" and sales tax ordinance to be placed on the ballot for the June 6, 2006, election, the following approval process is statutorily required to occur:

1.	Approval of the Plan by the STIA Board	February 1, 2006	
2.	Approval of the Plan by the Board of Supervisors Approved by the Board of Supervisors (3 ayes and 2 nays)	February 7, 2006	
3.	Approval of the Plan by a majority of the cities representing a majority of the incorporated population	February 7-21, 2006	
	City of Vallejo		Approved on 2/7/06 (7 ayes and 0 nays)
	City of Dixon		Approved on 2/14/06 (4 ayes and 1 nay)
	City of Vacaville		Approved on 2/14/06 (4 ayes and 1 abstention)
	City of Rio Vista		Scheduled for 2/16/06
	City of Benicia		Scheduled for 2/21/06
	City of Fairfield		Scheduled for 2/21/06
	City of Suisun City		Scheduled for 2/21/06
4.	Certification and final approval of the Plan by the STIA	February 22, 2006	
5.	Approval of the Sales Tax Ordinance by the STIA Board	February 22, 2006	
6.	Placement of the Sales Tax Ordinance on the ballot by the Board of Supervisors	February 28, 2006	
7.	Statutory deadline for placement on the ballot for June 2006 election	March 10, 2006	

**PUBLIC INFORMATION**

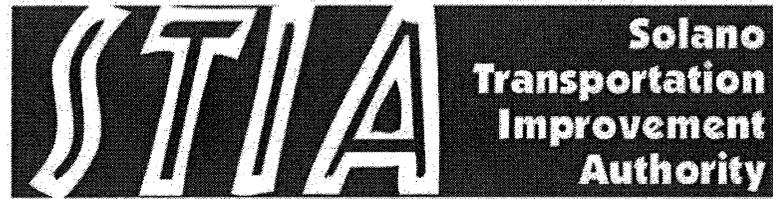
At the STA meeting of February 8, 2006, the Board authorized staff to retain consultant services to produce updated fact sheets and two countywide mailers describing the “Traffic Relief and Safety Plan for Solano County.”

**Recommendation:**

Informational.

Attachment:

“Traffic Relief and Safety Plan for Solano County” County Transportation Expenditure Plan – Approved by STIA Board on February 1, 2006



# **“Traffic Relief and Safety Plan for Solano County”**

## **County Transportation Expenditure Plan**

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Adopted by the Solano Transportation  
Improvement Authority on

February 1, 2006

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- B. Maintenance and Repair of Local Streets and Roads
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- D. Commuter Transit
  - 1. New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)
  - 2. Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)
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# **Solano Transportation Improvement Authority Traffic Relief and Safety Plan**

## **I. Executive Summary**

### **A. Why the Expenditure Plan was Developed**

The “Traffic Relief and Safety Plan for Solano County” is an Expenditure Plan that will guide the expenditure estimated to be \$1.57 billion in county transportation funds generated through a half-cent transportation sales tax over the next 30 years, if approved by Solano County voters on June 6, 2006. This Plan was developed to address Solano County’s most immediate traffic relief and safety needs and to help improve and implement a countywide transportation system to support our quality of life and economic vitality now and in the future.

The total net revenue generated from the sales tax for this 30-year Expenditure Plan is estimated to be \$1.57 billion. This amount will nearly double the projected transportation funds available for Solano County’s projects and programs over the next 30 years from existing transportation funding sources. In addition, it will help close the estimated funding shortfalls for transportation currently estimated to be about \$3.8 billion. This local transportation funding source will attract significant increases in regional, state and federal matching funds for the priority projects identified in the Plan.

### **B. How the Plan was Developed**

The “Traffic Relief and Safety Plan for Solano County” was developed with extensive public input. Building on the framework and needs assessments identified by the Solano Transportation Authority (STA) in its Comprehensive Transportation Plan 2030, a total of 11 community meetings were held throughout Solano County during 2005 and 2006 (at least one or two meetings in each city). A 62-member Citizens Advisory Committee (CAC) representing diverse interest groups, solicited public input at four meetings during June and July of 2005 and January of 2006. Based on this extensive public participation, comments and recommendations were provided to the Solano Transportation Improvement Authority (STIA) Board and staff prior to and during the Plan’s development. Representatives from business, seniors, the disabled, education, the environment, trade unions, transit, engineering, and public safety served on the CAC. Additional input was sought from civic groups and the cities and County of Solano to ensure the diverse transportation needs of Solano County would be served by this Plan.

### **C. What Specifically is in the Plan**

The "Traffic Relief and Safety Plan for Solano County" funds the major priority projects identified by the public throughout Solano County and its seven cities. The plan provides critical local matching funds for the I-80/I-680/State Route (SR) 12 Interchange and the I-80/I-680/I-780, SR 12 and SR 113 Corridors. It provides funds directly to Solano County's seven cities and the County to maintain our local streets and roads and fund critical local safety and transportation improvements. The Plan funds an expansion of special transportation services for seniors and persons with disabilities. It provides capital and operating funds for commuter transit by funding commuter rail to the Bay Area and Sacramento, Expanded Express Bus Service on the I-80/I-680/I-780/SR 12 Corridors and the Expanded Vallejo Baylink Ferry Service.

Funding allocation percentages (%) and estimated funding for each of the Plan's specific program categories and projects are listed in Appendix A.

## II. “Traffic Relief and Safety Plan for Solano County”

The Solano Transportation Improvement Authority’s Expenditure Plan will guide the expenditure of an estimated \$1.57 billion in county transportation funds generated through a half-cent sales tax over the next 30 years, if approved by Solano County voters on June 6, 2006. The Plan is divided into six major program categories – Highway Corridor Improvements and Safety Projects, Maintenance and Repair of Local Streets and Roads, Senior and Disabled Transit, Commuter Transit, Safety Projects and Safe Routes to Schools, and Local Return-to-Source Projects.

### A. Highway Corridor Improvements and Safety Projects: 40% (\$625 million)

The Highway Corridor Improvements and Safety Projects Program is comprised of four specific areas of highway projects: 1.) the I-80/I-680/SR 12 Interchange, 2.) the I-80/I-680/I-780 Corridor Improvements and Safety, 3.) the SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista)), and 4.) SR 113 Corridor Improvements and Safety (I-80 to SR 12).

#### 1. I-80/I-680/SR 12 Interchange

This project will provide congestion relief, operational enhancements, and safety improvements for the I-80/I-680/SR 12 Interchange as defined by the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. The project will rebuild the interchange to improve connections between I-80, I-680 and SR 12.

#### 2. I-80/I-680/I-780 Corridor Improvements and Safety

This project will provide congestion relief, operational enhancements, and safety improvements for the I-80 Corridor from the Al Zampa Memorial (Carquinez) Bridge in Vallejo to the Yolo County line east of Dixon, on I-680 from the Benicia-Martinez Bridge in Benicia to the I-80/I-680/SR 12 Interchange in Fairfield and I-780 from the Benicia-Martinez Bridge to I-80 in Vallejo. Eligible projects for this funding have been defined by a prioritized list of mid- and long-term improvements included in the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. Improvements include, but are not limited to operational and safety improvements, ramp improvements, travel and auxiliary lanes, new and expanded park and ride lots, High Occupancy Vehicle (HOV) lanes, and direct entrances and improved access connections to major freeways.

**3. SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista))**

This project will provide congestion relief, operational enhancements and safety improvements on the SR 12 Corridor from the Napa County Line to the Helen Madere (Rio Vista) Bridge. Eligible projects include, but are not limited to widening, operational and safety improvements on SR 12 West (Jameson Canyon) and operational, safety and congestion relief projects on SR 12 East from Fairfield and Suisun City to Rio Vista as identified in the SR 12 Major Investment Study approved by the STA.

**4. SR 113 Corridor Improvements and Safety (I-80 to SR 12)**

Based on recommendations of a SR 113 Major Investment and Corridor Study, this project will provide operational enhancements and safety improvements on the SR 113 Corridor from I-80 to SR 12. Eligible projects include, but are not limited to shoulder widening, improved turning radii, intersection improvements and other operational and safety improvements to be determined based on a major investment and corridor study to be conducted by the STA.

**B. Maintenance and Repair of Local Streets and Roads: 20% (\$315 million)**

The Local Streets and Roads Program provides funds to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to maintain and rehabilitate local streets and roads.

Each city and the County of Solano will receive an annual allocation of funds for maintenance and repair of local streets and roads based on a formula of 66.7% population and 33.3% centerline miles (2:1). The cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano will receive estimated local streets and road funds as indicated in Attachment B.

**C. Senior and Disabled Transit: 7% (\$115 million)**

This Program will improve transit services for seniors and disabled persons, including fare discounts for seniors and disabled, additional or expanded intercity, intercounty and local paratransit services, new vehicles, subsidized taxi services and expanded evening and weekend transit services to medical facilities, shopping and senior centers. These funds will be allocated based on the "Solano County Senior and Disabled Transit Study" developed and adopted by the STA in cooperation with the Solano County Paratransit Coordinating Council and Solano County's Transit Operators.

**D. Commuter Transit: 12%  
(\$190 million)**

The Traffic Relief and Safety Plan provides funding for commuter transit to expand and improve commuter transit options serving Benicia, Fairfield, Suisun City, Vacaville and Vallejo, and to ensure new transit options are provided for the cities of Dixon and Rio Vista.

The Plan provides services for three specific commuter services: 1.) New Commuter Rail, from Solano County to the Bay Area and Sacramento, 2) Expanded Express Bus Service on the I-80/I-680/I-780 Corridors and new service on the SR 12 Corridor, and 3) Expanded Vallejo Baylink Ferry Service.

**1. New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)**

This project will provide three additional peak hour commuter trains connecting the current station in Suisun City and new stations in the cities of Benicia, Dixon and Fairfield/Vacaville to the Bay Area and the San Francisco Bay Area Rapid Transit (BART) system and to Davis and Sacramento. This Project is based on the Contra Costa/Solano Rail Feasibility Study and the Oakland-Auburn Regional Rail Study. Capital funds will be allocated for the necessary trains and track improvements, and operating funds will be provided to operate this commuter service. The funds are also eligible to provide the local matching funds to secure additional state and federal funds to construct rail stations in Fairfield/Vacaville, Dixon and Benicia, provide safety improvements for transit centers and purchase right-of-way for future passenger rail service between Solano and Napa counties.

**2. Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)**

This project will provide expanded commuter transit service on the I-80, I-680, and I-780 Corridors and new service on the SR 12 Corridor. These funds will provide annual operating funds for expanded transit services on major commute corridors consistent with the Transit Element of the Solano Comprehensive Transportation Plan 2030, the I-80/I-680/I-780 Transit Corridor Study and the SR 12 Transit Corridor Study adopted by the STA. Capital funds shall be used for the purchase of additional buses to relieve traffic congestion in Solano County and provide for local matching funds to complete intermodal stations, maintenance facilities and provide safety improvements for transit facilities along the I-80/I-680/I-780/SR 12 Corridors in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo as determined by the STA. Transit and ridesharing incentives are also eligible activities under this category.

**Expanded Vallejo Baylink Ferry Service**

This project will expand the Vallejo Baylink Ferry Service that relieves congestion and provides an expanded commuter transit option on the I-80 Corridor between Solano County and the Bay Area. This program provides for the purchase and operation of one additional ferry to relieve traffic congestion in Solano County and allows the option to extend service to Benicia. Funds may also be allocated for operating costs for the ferry maintenance facility and to match state and federal funding to complete the Vallejo Ferry Intermodal Station project. Eligible projects must be consistent with the Short Range Transit Plan adopted by the City of Vallejo and the Transit Element of the Solano Comprehensive Transportation Plan 2030 adopted by the STA.

**E. Safety Projects and Safe Routes to Schools: 10%  
(\$155 million)**

Local safety projects will be funded from this Program. Eligible projects include:

- Improving safe routes to schools
- Signage, traffic lights, road and intersection safety improvements
- Railroad grade separations
- Emergency repairs, protection and mitigation for transportation facilities caused by natural or man-made disasters such as flooding, earthquakes and acts of terrorism
- Improving key bottlenecks for emergency vehicles driving during peak commute hours
- Improving safe routes to transit adjacent to major transit stations

Local safety projects will be based on safety projects in the Solano County Traffic Safety Study approved by the STA and based on the new Safe Routes to Schools Program currently being developed by the STA in partnership with Solano County schools and local communities.

**F. Local Return-to-Source Projects: 10 %  
(\$155 million)**

The cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano will receive, through a fair share population formula, significant new funds for local transportation projects to provide safety improvements, fix local interchanges, expand transit services and provide downtown and local improvements. Eligible projects include:

- Additional local road rehabilitation
- Improving local interchanges
- Additional local safety projects
- Pedestrian improvements for downtowns
- Expanded local transit service
- Local transit centers
- Other local priority transportation projects and facilities

The Local Return-to-Source projects will be determined by each local community, through a public process, based on each city's local transportation priorities and needs. Projects funded under this category will be encouraged to follow the goals, objectives and policies contained in the STA's Transportation for Livable Communities (TLC) Plan and Program. These funds can also be used as a local match for the Countywide TLC, Bicycle and Pedestrian Programs as funded by STA.

### **III. STIA Governing Board and Organizational Structure**

The Solano County Board of Supervisors voted to form the Solano Transportation Improvement Authority (STIA) on February 3, 2004 under sections 180000 et seq. of the California Public Utilities Code. The STIA was created to develop the expenditure plan for this proposed half cent sales tax for transportation and to administer the sales tax program if approved by 66.7% of Solano County's voters.

The STIA Board is composed of eight (8) members, one each from the Solano County Board of Supervisors and the City Councils of the seven cities within Solano County. Each appointing member also appoints an alternate to represent the member jurisdiction when the member is absent.

The STIA has designated an Executive Director, Clerk of the Board and Legal Counsel. It has also formed a four member Local Funding Subcommittee with the specified purpose of examining and recommending short- and long-term revenue options to fund a range of priority transportation projects in Solano County, and designated a Technical Advisory Committee consisting of the Public Works Directors for each of the seven cities in Solano County and the County of Solano to provide technical and engineering review of projects contained in the Expenditure Plan.

## IV. Taxpayers' Safeguards

### A. Independent Taxpayers' Watchdog Committee

On May 12, 2004, the STIA Board approved the formation of an Independent Taxpayer's Watchdog Committee to provide external evaluation of the expenditures of the sales tax for the various transportation projects to be undertaken with those public funds. The Committee will consist of 11 members to audit and monitor all voter-approved taxpayer funds and mandates. One member will be appointed by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and by the Board of Supervisors. Committee members are encouraged to appoint individuals from the disciplines of finance, business, accounting, engineering, planning, other transportation related fields, or residents. Each member must be a resident residing in the jurisdiction of the appointing agency. Then, in order to provide an odd number of committee members and sufficient independent oversight, the STIA Board will appoint three other members, from the disciplines of finance, business, accounting, engineering, transportation planning, other transportation related fields, or residents who have demonstrated an active interest in transportation.

The Committee terms will be for four years, the terms are to be staggered, and members could serve up to two terms. Each member of the committee cannot be a member of the STIA Board or an elected official and must be a resident of Solano County.

The functions of the Committee will include:

Annual Audit and Specific Project Review: To review and comment to the STIA Board on the annual audit, review revenues and expenditures, and review the delivery and costs of projects funded under the Expenditure Plan.

Recommendations on Funding Mechanisms: To make recommendations on funding methodologies and the revenue mix for projects under the Expenditure Plan.

Plan Amendment Review: To review and, when deemed necessary by the Committee, to comment to the STIA Board on proposed amendments to the Expenditure Plan.

Voter Approval of Major Plan Amendments: To review and comment on any major changes proposed to the plan and to be submitted for approval by the voters.

**B. Administrative Functions and Expenses**

The cost of the annual administration, financial and legal functions of the STIA are limited by state statutes to one percent (1%) of the annual revenues provided by the ordinance. These limited revenues will be used for the total estimated expenditures for administrative, financial and legal services necessary to administer the Plan.

**C. Annual Budget/Financial Projections**

The STIA will prepare an annual budget identifying the total expenditures for administration of the program. Sales tax proceeds may only be used to pay for projects and programs in the Expenditure Plan. The duration of the tax will be 30 years from the initial year of collection, which will begin October 1, 2006, if approved by Solano County voters. The measure will terminate/expire on September 30, 2036.

Allocations for all programs and projects shall be made annually by percentage shares in accordance with the Expenditure Plan. To the extent that funds are advanced for programs or projects prior to the year in which annual percentage allocation is made, any financing cost such as interest shall be borne by the program category for which funds are advanced.

**D. Annual Audit**

The STIA will conduct an annual fiscal and performance audit of all activities funded with local transportation sales tax monies to assure compliance with the voter-approved Ordinance and Expenditure Plan. The audit will cover all recipients of transportation sales tax funds including evaluating compliance with maintenance of effort requirements. The audit will also identify expenditures made for each project from the prior audit and will include the accumulated expenses and revenues for ongoing, multi-year projects.

**E. Voter Approval of Amendments to the Plan**

The Expenditure Plan may be updated to ensure that projects and programs meet changing local transportation needs as well as technological and demographic changes. To ensure projects approved by Solano County voters are constructed, formal amendments to the Expenditure Plan shall be made only in accordance with the procedures and requirements as specified in the implementing Ordinance. This shall include a full review and update of the plan every ten years and a requirement that any major amendment to the Expenditure Plan, defined as a 5% amendment to any specific program category, shall require a review of the Independent Taxpayers' Watchdog Committee and approval by Solano County voters.

**Appendix A**

**“Traffic Relief and Safety Plan for  
Solano County”**

**STIA’s Expenditure Plan Allocation  
by Percentage/Project Funding**



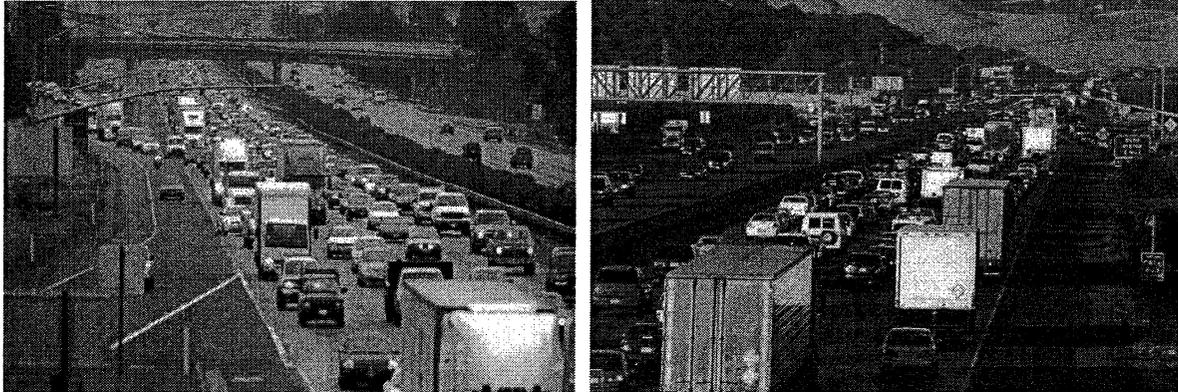
**Traffic Relief and Safety Plan for Solano County  
February 1, 2006**

PROGRAM NAME	PROJECT COST	UNFUNDED NEED	ESTIMATED FUNDING	%
<b>A. Highway Corridor Improvements and Safety Projects</b>	\$2,281M to \$2,646M	\$2,053M to \$2,418M	\$625M	40%
<ul style="list-style-type: none"> <li>• I-80/I-680/SR 12 Interchange</li> <li>• I-80/I-680/I-780 Corridor Improvements and Safety</li> <li>• SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista))</li> <li>• SR 113 Corridor Improvements and Safety (I-80 to SR 12)</li> </ul>	<ul style="list-style-type: none"> <li>◇ \$885M to \$1,200M</li> <li>◇ \$1,076M</li> <li>◇ \$295M</li> <li>◇ \$25M to \$75M</li> </ul>	<ul style="list-style-type: none"> <li>◇ \$739M to \$1,054M</li> <li>◇ \$1,076M</li> <li>◇ \$213M</li> <li>◇ \$25M to \$75M</li> </ul>		
<b>B. Maintenance and Repair of Local Streets and Roads</b>	\$962.5M	\$604.7M	\$315M	20%
<b>C. Senior and Disabled Transit</b>	\$115M - \$129.2M	\$115M - \$129.2M	\$115M	7%
	<ul style="list-style-type: none"> <li>◇ \$17M Capital</li> <li>◇ \$98M-\$112.2M Operating</li> </ul>	<ul style="list-style-type: none"> <li>◇ \$17M Capital</li> <li>◇ \$98M-\$112.2M Operating</li> </ul>		
<b>D. Commuter Transit</b>	\$659M	\$425M	\$190M	12%
<ul style="list-style-type: none"> <li>• New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)</li> <li>• Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)</li> <li>• Expanded Vallejo Baylink Ferry Service</li> </ul>	<ul style="list-style-type: none"> <li>◇ \$258M (\$183M Capital \$75M Operating)</li> <li>◇ \$270M (\$90M Capital \$180M Operating)</li> <li>◇ \$131M (\$32M Capital \$99M Operating)</li> </ul>	<ul style="list-style-type: none"> <li>◇ \$210M (\$135M Capital \$75M Operating)</li> <li>◇ \$165M (\$65M Capital \$100M Operating)</li> <li>◇ \$50M (\$10M Capital \$40M Operating)</li> </ul>		
<b>E. Safety Projects and Safe Routes to Schools</b>	\$155M - \$250M	\$155M - \$250M	\$155M	10%
<b>F. Local Return-to-Source Projects</b>	\$155M - \$250M	\$155M - \$250M	\$155M	10%
<b>G. STIA Admin/Finance</b>			\$15M	1%
<b>Total Estimated Revenues Available</b>			<b>\$1,570M</b>	<b>100%</b>

**Appendix B**

**Traffic Relief and Safety Plan  
Fact Sheets**

## Highway Corridor Improvements and Safety Projects: 40% (\$625 million)



**Project:** I-80/I-680/SR 12 Interchange

**Location:** I-80 between I-680 and SR 12

**Description:** This project will rebuild the I-80/680/12 Interchange to relieve congestion by adding travel lanes, adding High Occupancy Vehicle (HOV) lanes, improving connections between I-80 and I-680 and I-80 and SR 12 West and East, separating truck traffic from other traffic with braided ramps, and providing alternate routes for local traffic (collector-distributor roads and the North Connector). This project will provide the required local matching funds necessary for completion of the interchange project in combination with other regional, state and federal funds.

**Total Cost:** \$885 - \$1,200 million

**Unfunded Need:** \$739 - \$1,054 million



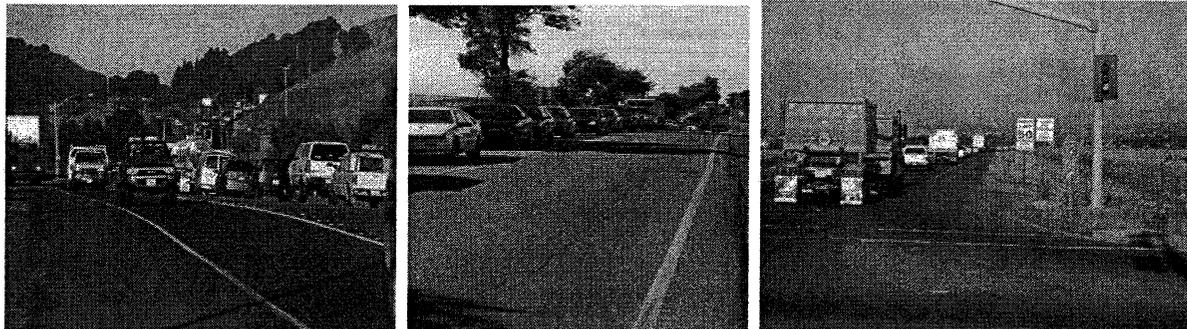
**Project: I-80/I-680/I-780 Corridor Improvements and Safety**

**Location:** I-80, I-680 and I-780 Corridors in Solano County

**Description:** Projects to relieve congestion, improve traffic flow and safety through Solano County were identified in the I-80/I-680/I-780 Major Investment and Corridor Study. Eligible projects for this funding have been defined by a prioritized list of mid- and long-term improvements included in the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. Project improvements include, but are not limited to, operational and safety improvements, ramp improvements, new and expanded park and ride lots, travel and auxiliary lanes, High Occupancy Vehicle (HOV) lanes, and direct entrances and improved access connections to major freeways. This project will provide the local matching funds necessary to complete the projects necessary to relieve major bottlenecks on I-80 and I-680, construct HOV lanes on I-80 from the Carquinez Bridge to I-505 in Vacaville and construct park and ride lots and intermodal stations along the I-80/680/780 corridors.

**Total Cost:** \$1,076 million

**Unfunded Need:** \$1,076 million



**Project: SR 12 Corridor Improvements and Safety**

**Location:** SR 12 (West) Jameson Canyon: I-80 to Solano/Napa County Line  
SR 12 (East): Helen Madere (Rio Vista) Bridge to I-80

**Description:** Projects on SR 12 will provide congestion relief, operational enhancements and safety improvements on two segments of the SR 12 Corridor from the Napa County Line to I-80, and I-80 to the Helen Madere (Rio Vista) Bridge. Eligible projects may include but are not limited to widening from 2 to 4 lanes, operational and safety improvements on SR 12 Jameson Canyon (I-80 to Solano/Napa County Line) and the operational, safety and congestion projects on SR 12 East as identified in the SR 12 Major Investment Study approved by the Solano Transportation Authority. Environmental and detailed implementation plans will be completed for each project. This project will provide the local matching funds necessary to construct operational, safety and congestion relief improvements for SR 12 Jameson Canyon and safety, operational and congestion relief improvements for SR 12 East.

**Total Cost:** \$295 million

**Unfunded Need:** \$213 million



**Project: SR 113 Corridor Improvements and Safety**

**Location:** SR 113 from I-80 to SR 12

**Description:** Based on the recommendations of a SR 113 Major Investment and Corridor Study to be conducted by the STA, this project will provide operational enhancements and safety improvements on the SR 113 Corridor from I-80 to SR 12. Eligible projects include shoulder widening, improved turning radii, intersection improvements, and other operational and safety improvements to be determined by the Major Investment and Corridor Study.

**Total Cost:** \$25 - \$75 million

**Unfunded Need:** \$25 - \$75 million

# Maintenance and Repair of Local Streets and Roads Program: 20% (\$315 million)



**Location:** Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

**Description:** Each city and the County of Solano will receive an annual allocation for the maintenance and repair of local streets and roads based on a formula of 66.7% population and 33.3% centerline miles (2:1). The seven cities and County of Solano will annually receive an allocation of these funds with the total amount for each agency, over 30 years, estimated below.

**Total Cost:** \$962.5 million

**Unfunded Need:** \$604.7 million

**Estimated Allocation by City/County:**

Benicia	\$ 19.4 million
Dixon	\$ 11.9 million
Fairfield	\$ 69.8 million
Rio Vista	\$ 5.1million
Suisun City	\$ 17.7 million
Vacaville	\$ 64.2 million
Vallejo	\$ 78.1 million
Solano County	\$ 47.8 million
<b>TOTAL</b>	<b>\$315.0 million (rounded)</b>

# Senior and Disabled Transit: 7% (\$115 million)



**Location:** Countywide and within each city

**Description:** Based on the "Solano County Senior and Disabled Transit Study" adopted by the STA, this Program addresses the mobility needs of the large and growing senior and disabled population in Solano County projected over the next 30 years. The Program includes various short, medium, and long-term implementation strategies to improve transit service for senior and disabled persons, including fare discounts on transit, additional or expanded intercity, inter-county and local paratransit services, new vehicles, subsidized taxi services and expanded evening and weekend services to medical facilities, shopping and senior centers.

**Total Cost:** \$115 - \$129.2 million

**Unfunded Need:** \$115 - \$129.2 million

# Commuter Transit: 12% (\$190 million)

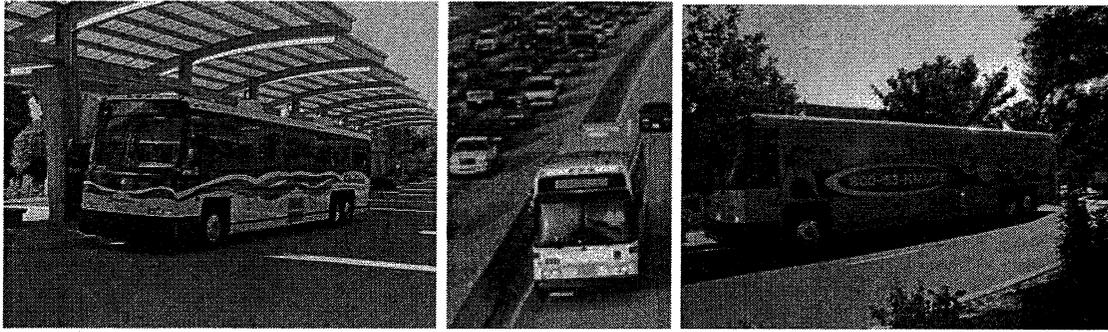


**Project:** **New Commuter Rail Service  
(Solano County to Bay Area and Sacramento with  
connections to Benicia, Dixon, Fairfield/Vacaville,  
Suisun City)**

**Location:** Sacramento - Davis - Dixon - Fairfield/Vacaville - Suisun City – Benicia  
-Richmond BART - Oakland

**Description:** This Project will provide three additional peak hour commuter trains (integrated with the four existing peak hour Capitol Corridor intercity trains) connecting to the San Francisco Bay Area Rapid Transit (BART) system in Contra Costa and Oakland, and to Sacramento from new rail stations in Benicia, Dixon and Fairfield/Vacaville and the existing station in Suisun City. The service is based on the Contra Costa/Solano Rail Feasibility Study and the Oakland-Sacramento-Auburn Regional Rail Study. Funds will be allocated for the necessary trains, track improvements, and operating funds to operate this commuter service. The funds are also eligible to provide the local matching funds to secure additional state and federal funds to construct rail stations in Fairfield/Vacaville, Benicia and Dixon and to purchase right-of-way for future long-range passenger rail service between Solano and Napa counties.

**Total Cost:** \$258 million  
**Unfunded Need:** \$210 million



**Project:**            **Expanded Express Bus Service on  
I-80/I-680/I-780 and SR 12 Corridors  
(with connections to all Solano County Cities)**

**Location:**           Countywide

**Description:**        This program will provide expanded commuter transit service on the I-80, I-680, I-780 and SR 12 corridors. The funds will provide annual operating revenues for transit services on major commute corridors and be consistent with the Transit Element of the Comprehensive Transportation Plan 2030, I-80/I-680/I-780 Transit Corridor Study and the SR 12 Transit Corridor Study adopted by the STA. The capital funds will be used for the purchase and operation of additional vehicles to relieve traffic congestion in Solano County and provide for local matching funds to complete intermodal stations and maintenance facilities along the I-80/I-680/I-780/SR 12 Corridors in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, as determined by the STA. Transit and carpool/vanpool, incentives and information to encourage more use of transit and ridesharing would also be eligible activities.

**Total Cost:**           \$270 million

**Unfunded Need:**     \$165 million



**Project: Expanded Vallejo Baylink Ferry Service**

**Location:** Vallejo (with optional Benicia stop)

This program will expand the Vallejo Baylink Ferry Service that provides daily service from Vallejo to San Francisco. Funds will be allocated for the capital and operational costs for one additional Ferry and the ferry maintenance facility. Eligible projects must be consistent with the Short Range Transit Plan adopted by the City of Vallejo and the Transit Element of the Comprehensive Transportation Plan adopted by the STA. A Baylink ferry stop in Benicia and the cost of extended service would also be eligible.

**Total Cost:** \$131 million  
**Unfunded Need:** \$50 million

## Safety Projects and Safe Routes to Schools: 10% (\$155 million)



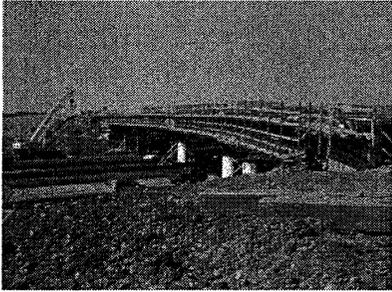
**Location:** Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

**Description:** Critical local safety projects will be funded from this program. Eligible projects may include, but are not limited, to improved safety for walking and bike routes to schools and transit, improved crosswalks, traffic lights, roadway and intersection improvements, railroad crossings, improved transit security and fixing key bottlenecks for emergency vehicles during peak commute times. Specific safety projects are identified in the Solano County Traffic Safety Study approved by the STA. Emergency repairs of transportation infrastructure and facilities damaged by a natural or man-made disaster are also eligible under this category.

**Total Cost:** \$155 – \$250 million

**Unfunded Need:** \$155 – \$250 million

# Local Return-to-Source Projects: 10% (\$155 million)



**Location:** Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

**Description:** Each city and the County of Solano will receive, through a population fair share formula, funds for critical local transportation projects such as but are not limited to:

- Additional local road rehabilitation
- Improving local interchanges
- Additional local safety projects
- Pedestrian improvements for downtowns
- Expanded local transit service
- Local transit centers
- Other local priority transportation projects and facilities

**Total Cost:** \$155 – \$250 million

**Unfunded Need:** \$155 – \$250 million

**Allocation by City/County:**

Benicia	\$ 8.4 million
Dixon	\$ 7.4 million
Fairfield	\$ 40.2 million
Rio Vista	\$ 5.2million
Suisun City	\$ 10.4 million
Vacaville	\$ 34.3 million
Vallejo	\$ 47.0 million
Solano County	\$ 4.1 million
<b>TOTAL</b>	<b>\$155.0 million (rounded)</b>



DATE: February 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Janet Adams, Director of Projects  
RE: STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

**Background:**

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

**Discussion:**

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

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

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

**Recommendation:**

Informational.

Attachment:

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



PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<p><u>I-80/680/SR 12 Interchange</u>            A. Interchange EIR/EIS            B. Cordelia Truck Scales Design            C. Breakout Logical Components            Status: Environmental studies are underway. Anticipate Public Meeting in Spring 2006.</p> <p>Estimated Completion Date (ECD) Environmental Document 2008</p>	STA	<p>TCRP            \$100M RM2            \$12M TCRP            \$17.4M Fed Demo            \$16.4M STIP</p> <p>Current Shortfall in funding \$702M to \$1B</p>	X	X	X	\$8.1M for EIR/EIS \$0.885 to 1.2B (Capital Cost)	Projects Janet Adams
2.	<p><u>North Connector</u>            Status: Environmental Document to be completed Winter 2006-07. STA proceeding with Designer procurement. Coop w/ City of Fairfield, and County is being developed.</p> <p>ECD Environmental Document: Winter 2006-07            ECD Design: Summer 2007</p>	STA	<p>TCRP (environmental)            \$ 21.3M RM2 (STA/County) East Section            \$ 28.933-\$M (City of Fairfield) Central Section (including Segment 3 which is funded by RM2)            \$31.4M (TBD) West Section (FBD)</p>	X	X	X	\$2.7M EIR/EA \$6681.6M (Capital Cost)	Projects Janet Adams
3.	<p><u>SR 12 West-Truck Climbing Lane Project (Phase I)</u>            Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled to start in 2007 depending on the availability of SHOPP funds.            ECD Construction: 2008</p>	Caltrans	SHOPP (2004)	X	X	X	\$7.4M	Projects Nick Endrawos - PM (Caltrans)

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



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

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



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
12.	<b>Highway 12 SHOPP Projects</b> A. Construction of SR 12 Median Barrier B. Fairfield and Suisun City (Chadbourne Rd to 1KM West of Union Creek) Summer 2006 C. Azevedo Rd to Liberty Island Rd - Shld Widening (2009/2010) D. In Rio Vista - Sacramento Bridge - Rehab Bridge (2007/2008) E. Near Suisun City Scandia Rd. to Denverton OH - Rehab Rdwy (2007/2008) F. Near Suisun City - Denverton OH to Currie Rd - Rehab Rdwy (2007/2008) G. In Fairfield, near Red Top - Truck Chiming Lane (2006/2007) H. Pursue additional minor projects	Caltrans	SHOPP	X	X	X		Projects Janet Adams
13.	<b>I-80 SHOPP Projects</b> A. Near Fairfield to American Canyon - Upgrade Median Barrier (2007/2008) B. In Vallejo - Tennessee Street to American Canyon - Rehab Rdwy (2006/2007) C. Near Vallejo - American Canyon to Green Valley Road - Rehab Rdwy (2006/2007) D. Rte 12 to Leisure Town OC - CAPM (Draft SHOPP)	Caltrans	SHOPP	X	X	X		Projects Janet Adams Caltrans

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	2009/2010) E. In Fairfield – At Rockville Rd and W Texas Street – Modify Ramp and Signals (2006/2007) F. I-80/I-505 Weave, not currently programmed District 4 re-submitted							
14.	<b>I-505 and I-680 SHOPP Projects</b> A. <u>I-680 – Benicia Br. To I-80/I-680 Interchange - Widen Shlds (Begin Construction Spring 2006)</u> B. <u>I-505 – I-505/I-80 Interchange to Yolo Co. Line – AC surfacing and Slab Replacement (Adv Summer 2006)</u>	Caltrans	SHOPP	X	X	X	\$28.8M	Projects Janet Adams Doanh Nguyen (Caltrans)
154.	<b>SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study</b>  Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. PSR. ECD: 2006	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
94								
165.	<b>Highway 37 Project</b> Mitigation site and Landscaping  Status: \$ 600k Rte 37 landscape should advertise Summer 2006.	Caltrans	STIP					Projects Janet Adams

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
176.	<p><b>Highway I13 SHOPP Project</b>            In Downtown Dixon – Reconstruct SR 113</p> <p>Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair.</p> <p>ECD: 2006</p>	Caltrans	SHOPP	Construction in Summer 2006	X		\$2.5-million	Projects Janet Adams Nick Endrawos (Caltrans)
187.	<p><b>Union Street/Main Street Reopening Feasibility Study</b></p> <p>Status: Draft is complete, STA to work with Cities and County for developing recommendation for STA Board (TLC Priority)</p> <p>ECD: 2006</p>	STA	STIP-PPM	X			\$10,000	Projects Janet Adams Dan Christians
198.	<p><b>Monitor Delivery of Local Projects/Allocation of Funds</b></p> <p>Status: ongoing activity, STA pursuing development of tracking system for these projects.</p> <p>ECD: Ongoing/Ongoing activity.</p>	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	X	X	NA	Projects Jennifer-Tengerson Sam Sheldon



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
2049.	<p><u>Regional Measure 2 (RM 2) Implementation</u></p> <ul style="list-style-type: none"> <li>Vallejo Station</li> <li>Solano Intermodal Facilities</li> <li>Capitol Corridor Improvements</li> <li>Regional Express Bus North Capital and Operating</li> </ul> <p>Status: Funding reserves submitted</p>	Vallejo STA, STA, CCJPA, MTC	RM2	Ongoing			\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)	Projects Janet Adams Jennifer Ferguson Sam Sheldon
20.	<p><u>SR-12 MHS Operational Strategy</u></p> <p>Status: The Operational Strategy will provide a list of prioritized projects based upon the MHS completed in 2001. ECD: 2005-2006</p>	STA	Gas Tax	X			\$300,000	Projects Janet Adams
21.	<p><u>SR-113 MIS</u></p> <p>Status FY 2006-07</p>	STA	Unfunded - Seeking State Planning Grant and STP/ CMAQ Swap	X	X		\$150,000	Planning Dan Christians
22. 96	<p><u>SR-29 MIS</u></p> <p>Status: New project. Unfunded. Target for FY 2007-08</p>	STA	Unfunded		X			Planning Dan Christians

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





PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Feasibility-Phase 2 Vallejo- Hiddenbrook to Fairfield</p> <p>B. Jepson Parkway Bikeway (next phase)</p> <p>C. Benicia Bike Route: State Park/I-780</p> <p>D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)</p> <p>E. <u>Vacaville - Dixon Bike Route</u></p> <p>Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004</p> <p>ECD: Ongoing</p>	Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	X			\$5M-\$7M (Capital costs)	Planning Sam Shelton
30.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>Status: Countywide Pedestrian Plan is completed.</p> <p>A. Union-Main Street Pedestrian Enhancement</p> <p>ECD: Ongoing</p> <p>100</p>	STA Solano County	State TEA Bay Trails TDA-ART3  Regional Bike/Ped Program RM 2 Safe Routes to Transit	X			\$3-\$5M (Capital Cost)	Planning Robert Guerrero



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> <li>A. Website</li> <li>B. Materials</li> <li>C. Events</li> <li>D. Transit Marketing</li> <li>E. Bus Wraps</li> </ul> <p>Status: RFP for new marketing consultant to develop new materials.            ECD: New contractor Spring 2006</p>	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Anna McLaughlin
32.	<p><u>Baylink Ferry Support and Operational Funds</u></p> <ul style="list-style-type: none"> <li>A. Vallejo Station</li> <li>B. New Ferry</li> <li>C. Maintenance Facility</li> </ul> <p>Status: Ongoing</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33.	<p><u>Route 30 Management</u></p> <ul style="list-style-type: none"> <li>A. Performance Monitoring</li> <li>B. Funding Agreement Update</li> <li>C. Marketing</li> <li>D. Jt. Fare Instrument</li> </ul> <p>Status: Ongoing</p>	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards

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

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

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



DATE: February 13, 2006  
FROM: Jennifer Tongson, Assistant Project Manager  
TO: SolanoLinks Intercity Transit Consortium  
RE: 2007 Transportation Improvement Plan (TIP) Development

**Background:**

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

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

**Discussion:**

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

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

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

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

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

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

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

**Recommendation:**

Informational.

Attachment:

A. MTC Memo, 2007 TIP Development.



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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*Memorandum*

TO: Finance Working Group

DATE: February 1, 2006

FR: Raymond Odunlami, Programming and Allocations Section

RE: 2007 TIP Development

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

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

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

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

The link to the WebFMS application is:

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

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

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

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

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

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

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

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

Please focus your review on the following elements:

1. Are your projects properly listed in the TIP?

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

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

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

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

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

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

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

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

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

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

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

5. Should the Carryover Field be checked?

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

Please enter Carryover to 2007 if:

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

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

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

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

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

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

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

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

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

Thank you for your prompt attention to this request.

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

Attachment A

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

	<b>PROJECT TYPE</b>	<b>DOES THE PROJECT NEED TO BE INCLUDED IN THE TIP?</b>	<b>Project level conformity<sup>1</sup></b>	<b>Project review for RTP consistency<sup>4</sup></b>
A	<ul style="list-style-type: none"> <li>Federally funded<sup>2</sup> and/or <b>federal actions or permits required</b> (excluding projects exempt from the Clean Air Act)</li> </ul>	<b><u>YES</u></b>	YES	YES
B	<ul style="list-style-type: none"> <li>State funded</li> <li>No federal action required.</li> </ul>	<b><u>YES</u></b>	NO	YES
C	<ul style="list-style-type: none"> <li>100% locally funded.</li> <li>No federal action required.</li> <li><b><u>Regionally significant<sup>3</sup></u></b></li> </ul>	<b><u>YES</u></b>	NO	YES, if affecting state highway system; Otherwise NO
D	<ul style="list-style-type: none"> <li>100% locally funded.</li> <li>No federal action required.</li> <li>Not regionally significant</li> </ul>	NO	NO	NO

Footnotes:

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

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

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

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

**ATTACHMENT B**

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



DATE: February 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) FY 2006-07

**Background:**

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

Solano County receives over \$13 million in TDA funds and approximately \$420,000 of STAF funds per fiscal year. STAF funds have been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several transit studies, funding transit marketing activities, covering new bus purchase shortfalls on start up new intercity services when the need arises, and supporting STA transportation planning efforts. STAF funds must be spent in the fiscal year they are allocated.

In June 2005, the STA Board approved the countywide TDA matrix for FY 2005-06. In October 2005, the STA Board approved an amended FY 2005-06 list of STAF projects. A new TDA matrix and STAF project list will need to be developed for FY2006-07 by fiscal year end.

**Discussion:**

The new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections have been drafted by MTC are expected to be adopted February 22<sup>nd</sup>. Preliminary estimates are encouraging and suggest funding from these sources may increase in FY 2006-07. The status of these fund estimates and unallocated FY 2005-06 funds will be presented to TAC and Consortium at the February meetings.

**Recommendation:**

Informational.





DATE: February 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Unmet Transit Needs Comments for FY 2006-07

**Background:**

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano).

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

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

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

**Discussion:**

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle was held on Wednesday, December 7, 2005. The public offered comments at the hearing as well as submitted comments directly to MTC. MTC has drafted a summary of the issues that were raised by the public that is expected to be ready for review by the TAC and Consortium at their February meeting. By working with the affected Solano transit operators, the STA will coordinate a response. To complete the process prior to July 1, a draft of the coordinated responses should be prepared in time for review and approval by the TAC and Consortium at their April meeting.

**Recommendation:**

Informational.



DATE: February 13, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: Solano Napa Commuter Information (SNCI) FY 2005-06 Mid Year Report

**Background:**

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

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

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

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

**Discussion:**

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

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

SNCI staff assisted over 1,500 individuals who called in requesting rideshare, transit, and other information. A total of 32 events were staffed throughout Solano and Napa Counties, serving 1,335 individuals. Over 500 carpool/vanpool matchlists were processed. Over 26,000 pieces of public transit schedules were distributed along with 6,706 SNCI Commuter Guides, 6,169 BikeLinks maps, and 4,981 SolanoLinks brochures

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

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

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

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

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

*Emergency Ride Home Program (#5)*

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

*California Bike to Work Campaign (#7)*

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

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

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

**Recommendation:**

Informational.

Attachments:

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

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

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



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

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**1. Customer Service**

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

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

**2. Employer Program**

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

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

**3. Vanpool Program**

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

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

**4. Incentives**

SNCI continues to offer three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. During the past six months, \$2,775 has been distributed to these programs with 21 individual commuters participating. The two vanpool incentives are ongoing and continue to support new and existing vanpools. Staff expects to see more use of the ongoing bicycle incentive with the Spring Bike to Work Campaign.

**5. Emergency Ride Home**

During the first half of FY05/06, staff completed the development of the Emergency Ride Home (ERH) Program for Solano County employers. The STA Board approved the program in July 2005. A Request for Proposals was issued for taxi and rental car services and vendors were selected. Marketing materials were finalized and printed. SNCI will begin marketing this new program to employers early in 2006. Marketing will include a mailing to employers, outreach through chambers of commerce, press releases, and radio ads on KUIC.

**6. Fall Campaign**

SNCI worked with the Bay Area Air Quality Management District and other Transportation Demand Management organizations in the Bay Area to support the Great Race for Clean Air as the Fall Campaign. The campaign lasted throughout the month of September and encouraged individuals to try four different alternative modes (bus, ferry, rail, rideshare, bike and walk) in four weeks. Local outreach in Solano and Napa Counties included a mailing of promotional materials to employers and follow-up calls, advertisements in monthly direct-mail circulars, and radio advertisements in both counties. Approximately 100 employers participated in the campaign by displaying posters, sending emails to employees, and/or distributing customized paycheck inserts and flyers. Additional promotion for the campaign included an on-air interview on Napa's KVON-AM radio station.

**7. California Bike to Work Week**

Planning for the 2006 Bike to Work Campaign began in November 2005 with the meeting of the regional Bike to Work Technical Advisory Committee. The Bay Area Bicycle Coalition is coordinating the Regional Campaign for the Bay Area. SNCI will be coordinating the Solano and Napa County campaigns. SNCI staff will be attending Solano and Napa Bicycle Advisory Committee meetings in January and early February to solicit local input and feedback to coordinate the campaign locally. Bike to Work Day will be held on Thursday, May 18, 2006.

**8. General Marketing**

Staff maintained 111 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – an increase of 9 from the previous year. A total of 32 events were staffed throughout Napa and Solano Counties: 4 employer events and 28 community events with 1,335 people served at these events and 4,511 pieces of rideshare and transit materials distributed. Additionally, a Vallejo Transit intercity bus was wrapped with a colorful design promoting the SNCI program.

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

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

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

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

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

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

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





DATE: February 14, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: SNCI Monthly Issues

**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

**Discussion:**

**1. Transit Schedules:** The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of February 13th via email. Based on the response received, an updated transit matrix will be provided at the meeting.

**2. Partnership's Regional Transit Marketing Committee (RTMC):** The next RTMC meeting will be on March 14<sup>th</sup>.

**3. Welfare to Work (Solano):** Staff continues to work with the County to recruit vanpool passengers and drivers in Rio Vista. A meeting is set up for February 24<sup>th</sup> with SNCI, County staff, and Rio Vista staff to discuss outreach.

**4. Promotions:** Planning continues for the 2006 Bike to Work Day. Staff has attended the STA and NCTPA Bicycle Advisory Committee meetings and received feedback that will be used to coordinate the campaign in Solano and Napa Counties.

**5. Events:** SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent events include the first day of classes at Solano Community College and an employer transportation event at Dey Labs in Napa

**Recommendation:**

Informational.

