



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE  
AGENDA**

Members:

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

**1:30 p.m., Wednesday, February 23, 2005  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA**

**STAFF PERSON**

- I. CALL TO ORDER** Daryl Halls, Chair
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**  
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, STA AND TRANSIT CONSORTIUM**  
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**  
*Recommendation: Approve the following consent items in one motion.*  
(1:40 – 1:45 p.m.)
  - A. Minutes of the TAC Meeting of January 26, 2005– Pg. 1** Johanna Masiclat  
*Recommendation:*  
*Approve minutes of January 26, 2005.*
  - B. STA Board Meeting Highlights – Pg. 8** Kim Cassidy  
**February 9, 2005**  
*Informational*
  - C. STA Meeting Schedule Update - Pg. 14** Kim Cassidy  
*Informational*
  - D. Funding Opportunities Summary- Pg. 16** Sam Shelton  
*Informational*

**E. Contract Amendment No. 5 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station – Pg. 22**

Dan Christians

Recommendation:

*Recommend the STA Board:*

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

**F. City of Benicia Revised Request for Abandoned Vehicle Abatement Allocation of 1997 Carryover Funds – Pg. 29**

Sam Shelton

Recommendation:

*Recommend the STA Board authorize the City of Benicia Police Department to spend up to \$2000 of 1997 carryover funds on personnel training while remaining funds will be spent on other equipment and costs related to the AVA Program as described.*

**VI. ACTION ITEMS**

**A. Release of Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030**

Dan Christians

Recommendations:

*Approve the following:*

1. *Recommend the STA Board release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day review and comment period.*
2. *Confirm the Consortium and TAC participants on the Alternative Modes Committees.*

(1:45 – 1:50 p.m.) – Pg. 31

- B. Policy Regarding Letters of Support from the Solano Transportation Authority for Grant Applications** Mike Duncan  
Recommendation:  
*Recommend the STA Board approve Resolution No. 2005-\_\_ authorizing the Executive Director to provide letters of support to STA member agencies for grant applications that meet the requirements of the grant program.*  
 (1:50 – 1:55 p.m.) – Pg. 36
- C. YSAQMD Clean Air Fund Program** Robert Guerrero  
Recommendation:  
*Recommend the STA Board support the recommendation provided by the STA/YSAQMD Clean Air Fund Application Screening Committee for Yolo Solano Clean Air Applications.*  
 (1:55 – 2:00 p.m.) – Pg. 38

## VII. INFORMATION ITEMS

- A. Summary of STA Board Retreat Discussions and Recommendations** Daryl Halls  
Informational (2:00 – 2:05 p.m.) – Pg. 41
- B. Legislative Update – February 2005** Daryl Halls  
Informational (2:05 – 2:10 p.m.) – Pg. 56
- C. Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards  
Informational (2:10 – 2:15 p.m.) – Pg. 61
- D. SolanoLinks Transit Consortium Draft 2005 Work Plan** Elizabeth Richards  
Informational (2:15 – 2:20 p.m.) – Pg. 66
- E. Status Report for Countywide TLC Planning Grant Applications** Robert Guerrero  
Informational (2:20 – 2:25 p.m.) – Pg. 70
- F. Status of STP/CMAQ Projects in Solano County** Mike Duncan  
Informational (2:25 – 2:30 p.m.) – Pg. 73
- G. STIP Project Delivery for Projects Programmed in FY 2005-06** Mike Duncan  
Informational (2:30 – 2:35 p.m.) – Pg. 77
- H. Local Streets and Roads Update** Mike Duncan  
Informational (2:35 – 2:40 p.m.) – Pg. 80

- I. Travel Safety Plan Update** Mike Duncan  
*Informational* (2:40 – 2:45 p.m.) – Pg. 84
- J. SR 12 Major Investment Study (MIS) Operational Analysis Update** Mike Duncan  
*Informational* (2:45 – 2:50 p.m.) – Pg. 87
- K. Union Avenue (Fairfield)/Main Street (Suisun City) Feasibility Study** Mike Duncan  
*Informational* (2:50 – 2:55 p.m.) – Pg. 103

**VIII. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee will be at **1:30 p.m. on Wednesday, March 30, 2005.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting**  
**January 26, 2005**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Felix Ajayi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Birgitta Corsello	County of Solano
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Joe Story	DKS Associates
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	SNCI/STA
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masiclat	STA
Trea Smith	STA

## **II. APPROVAL OF AGENDA**

On a motion by Felix Ajayi, and a second by Janet Koster, the STA TAC approved the agenda with the following changes:

- Move Agenda Item V.G to Agenda Item VI.G, Rio Vista Transit Study.
- Add Agenda Item VI.F, FY 2005-06 Transportation Enhancement (TE) Projects.

## **III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Dan Christians announced the deadline for Countywide Transportation for Livable Communities (TLC) Planning Grants is Friday, January 28, 2005.

Mike Duncan announced that due to the lack of a quorum, the January 26, 2005 meeting of the Consortium was cancelled.

## **V. CONSENT CALENDAR**

On a motion by Dale Pfeiffer, and a second by Dan Schiada, the STA TAC approved the Consent Calendar with the exception of the following:

- Agenda Item V.B, Minutes of the Special TAC Meeting, which was pulled for separate discussion and comment.
- Agenda Item V.G, Rio Vista Transit Study, which was removed for discussion to Agenda Item VI.G.

### Recommendation:

- A. Minutes of the TAC Meeting of December 22, 2004  
Recommendation: Approve minutes of December 22, 2004.
- C. STA Board Meeting Highlights –  
January 12, 2005
- D. STIA Board Meeting Highlights –  
January 12, 2005
- E. STA Meeting Schedule for First Quarter 2005
- F. Funding Opportunities Summary
- H. Solano Napa Commuter Information (SNCI) FY04/05 Six-Month Report

- B. Minutes of the Special TAC Meeting of January 13, 2005  
Recommendation: Approve minutes of January 13, 2005.

On a motion by Dale Pfeiffer, and a second by Dan Schiada, Agenda Item V.B was approved by consensus as amended to include the specific actions on action items.

**I. ACTION ITEMS**

**A. Review of Draft Three Elements of the Solano Comprehensive Transportation Plan (CTP) 2030**

Dan Christians distributed the January 2005 Draft Solano County Comprehensive Transportation Plan (CTP). Dan reviewed the funding needs and shortfall over the next 25 years for each of the three elements of the draft Solano CTP. He requested the TAC provide final comments to the Draft CTP by the next TAC meeting of February 23, 2005.

Recommendation:

Recommend the STA Board release the Arterials, Highways and Freeways Element and Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030 update for 30-day review and comments.

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

**B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)**

Joe Story of DKS Associates recapped the Draft Final Report for the Solano/Napa Multi Modal Travel Demand Model (Phase 1). He also outlined the Peak Hour Estimates, AM Peak Hour Forecast, and PM Peak Hour Forecast of the model.

Dan Christians added the final model (including all technical data) is scheduled to be presented at the STA Board meeting for action on February 9, 2005.

Recommendation:

Recommend the STA Board approve the new Solano Napa Travel Demand Model Phase 1 (Attachment A).

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

**C. FY 2005-06 TFCA 40% Program Manager Guidelines and Call for Projects**

Robert Guerrero provided an overview of the proposed TFCA 40% Program Manager Guidelines for FY 2005-06 consistent with the BAAQMD's adopted guidelines. Robert also outlined the tentative schedule for the FY 2005-06 TFCA cycle.

Recommendation:

Recommend the STA Board approve the following:

1. FY 2005-06 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2005-06 TFCA Program Manager funds.

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**D. Support for City of Fairfield's Office of Traffic Safety (OTS) Grant Application**

Jennifer Tongson presented the City of Fairfield's \$69,000 grant application for the Federal FY 2006 Office of Traffic Safety (OTS). She cited that the funds will be used for equipment and educational materials for V. Calm signs and flashing beacons for the Gold Hill Road school zone and flashing beacons for the Canyon Hills Drive school zone.

At the meeting, the City of Rio Vista and the City of Suisun City requested the STA to include letters of support for their OTS applications to the recommendation.

On a motion by Dale Pfeiffer, and a second by Dan Schiada, the STA TAC approved including the City of Rio Vista and the City of Suisun City's OTS applications to the recommendation.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to provide a letter of support for the City of Fairfield's FFY 2006 OTS grant application in the amount of \$69,000.

On a motion by Paul Wiese, and a second by Mark Akaba, the STA TAC approved the recommendation with amendments to include additional OTS applications from the City of Rio Vista and the City of Suisun City.

**E. Legislative Update – Jan 2005**

Daryl Halls reviewed the two Assembly Constitutional Amendments (ACA) from the State Legislature consistent with adopted legislative priorities of the STA. He outlined ACA 4 (Plescia-Herman) and ACA-7 (Nation) added to the list of bills for consideration by the STA Board.

Recommendation:

Forward the following recommendations to the STA Board:

1. Support for ACA 4.
2. Support for ACA 7.

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

**F. FY 2005-06 Transportation Enhancement (TE) Projects**

Mike Duncan reviewed the proposed list of TE projects for FY 2005-06 developed by the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo and Solano County at the Special TAC meeting on January 13, 2005. He also distributed additional information on potential TE Projects submitted by the City of Benicia and the City of Dixon.

Mike presented STA staff's recommendation outlining the distribution of \$1.629M TE funding for FY 2005-06 for TE eligible projects in the City of Fairfield, City of Vacaville, City of Vallejo, and Solano County. Because the City of Benicia and the City of Dixon submitted their request after the deadline, their projects were not reflected in the initial staff recommendation.

City of Benicia's Dan Schiada proposed a request of TE funding in the amount of \$700,000 for the First Street Streetscape Project. The City of Dixon's Janet Koster requested their project (Downtown Streetscape Project Phase 4) be included in the list of future projects (FY 2006-07 or FY 2007-08). Staff from Rio Vista and Suisun City indicated that they would be submitting requests for future Fiscal Year TE funds.

After discussion, the STA TAC agreed to the following projects and project amounts for TE funding in FY 2005-06:

Sponsor	Project Name	FY 2005-06 TE Funding Amount
Benicia	First Street Streetscape	\$ 200,000
Fairfield	Downtown Fairfield Pedestrian Enhancement Project	\$ 325,000
Vacaville	I-80 Westbound Landscaping	\$ 175,000
	Jepson Parkway Gateway at I-80 & Leisure Town Road	\$ 150,000
Vallejo	Downtown Vallejo Square Pedestrian Enhancement Project	\$ 529,000
Solano County	Old Town Cordelia Improvement Project	\$ 250,000
<b>TOTAL:</b>		<b>\$1,629,000</b>

Recommendation:

Recommend to the STA Board a specific list of TE projects for FY 2005-06 that can meet Caltrans Project Delivery deadlines.

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC approved the recommendation as amended and shown above.

**G. Rio Vista Transit Study**

Elizabeth Richards announced the Draft Final Report to the Transit Study for the City of Rio Vista was reviewed by the Rio Vista City Council at their meeting of January 20, 2005 and scheduled for action in early February. She cited that recommendations outlined in the Transit Study are projected to be implemented in February 2005.

Recommendation:

Forward to the STA Board the approval of the Rio Vista Transit Study *contingent upon approval by the Rio Vista City Council.*

On a motion by Gary Cullen, and a second by Felix Ajaya, the STA TAC approved the recommendation as amended.

**VII. INFORMATION ITEMS**

**A. State Budget Update – Jan 2005**

Daryl Halls summarized Governor Arnold Schwarzenegger's proposed 2005-06 State Budget released on January 10, 2005. He noted the State Budget proposes to eliminate an estimated \$8.1 Billion deficit through a combination of the suspension of fund transfers from the State General Fund to schools (Proposition 98) and transportation (Proposition 42). He added that the suspension of Proposition 42 will leave few funds for the TCRP, STIP, local streets and roads, or public transportation causing potential delays to the project development activities for the I-80/I-680/SR 12 Interchange North Connector and SR 12 Jameson Canyon projects.

**B. STA Board Retreat to Discuss Funding CTP and New Initiatives**

Daryl Halls provided an overview to the STA's Overall Work Plan (OWP) listing 42 specific priority projects and programs. Daryl provided an overview of some of the proposed topics scheduled to be discussed by the STA Board at the Board Retreat on February 17, 2005 at Travis Credit Union in Vacaville.

**C. Overview of the STA's Solano Congestion Management Program (CMP) and Related Plans, Studies, and Mitigation Measures**

Dan Christians reviewed the CMP discussion paper identifying main issues to be addressed during the next comprehensive CMP update. He noted that staff plans to further discuss this topic with the STA Board at the February 17, 2005 Board Retreat. He added that a recommendation for a Scope of Work and a Request for Proposals (RFP) for the Solano CMP would be provided for action at the February 23, 2005 TAC and the March 9, 2005 STA Board.

**D. Status Reports of Congestion Management Program (CMP) Consistency Review**

Dan Christians provided an update to proposed projects that require a general plan amendment and/or CMP model run and analysis for consistency with the Solano CMP (as of January 14, 2005) and future EIR or General Plan reviews.

**E. Status of Unmet Transit Needs Process for FY05/06**

Elizabeth Richards distributed MTC's letter of January 25, 2005 along with a list of issues from the December 1, 2004 Unmet Transit Needs public hearing in Vacaville. She cited that STA staff will draft a coordinated response to each of the issues for Solano County to secure the STA Board's approval by May 2005 and complete the MTC process by the end of June and allow the FY05/06 TDA claims for streets and roads to be promptly processed.

**F. FY 2004-05 Federal Appropriations**

Mike Duncan outlined the “earmarks” received by Solano County from the FY 2005 Federal Appropriations. He cited the two projects to be Fairfield/Vacaville Intermodal Station (\$496,000) and Vallejo Baylink Intermodal Center (\$1,240,000).

**G. FY 2004-05 STP/CMAQ Projects**

Mike Duncan announced the April 1, 2005 deadline to Caltrans for obligation paperwork for projects programmed in FY 2004-05 with STP and CMAQ federal funds. He added that the amendment to the projects identified in the TIP has been processed by MTC and should be approved by the FHWA by mid-February.

**H. Project Delivery Update**

Mike Duncan reviewed the primary components for project delivery revised by MTC and the Bay Area Partnership. He noted the current project delivery policy provides a more structured schedule for project submittals, allowing Caltrans Local Assistance to more effectively process requests from local agencies.

**I. Regional Measure 2 (RM 2) Program Update**

Mike Duncan provided an update to the allocation process and pending amendments to the Regional Measure 2 (RM 2) Program. He also reviewed the RM 2 funded projects currently in Solano County.

**J. Transportation Improvement Plan (TIP) Update**

Mike Duncan identified one major amendment for the Transportation Improvement Plan (TIP) and a minor amendment causing several revisions to the State Transportation Improvement Plan (STIP) projects for financial constraint purposes. He noted the major amendment is to be received by the end of January 2005 and the minor amendment is currently in the public review and comment process.

**K. Update of Small UZA Payback Plan**

Mike Duncan provided an update to Caltrans’ proposal to MTC and announced that the proposal will not go into effect in FY 2004-05; however, no final decision has been made by Caltrans for resolving the issue.

**L. Local Streets and Roads Update**

Mike Duncan provided an update to the revised funding formula for federal funding of local streets and roads and the development of a more equitable policy for the Third Cycle of Federal funding.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 4:30 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, February 23, 2005** at 1:30 p.m..



**Solano Transportation Authority**  
**Board Highlights**  
**For February 9, 2005**  
**6:00 p.m.**

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Kim Cassidy, STA Clerk of the Board  
**RE:** Summary Actions of the February 9, 2005 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 9, 2005. If you have any questions regarding specific items, please give me a call at 424-6008.

**BOARD MEMBERS PRESENT:**

Len Augustine (Vice Chair)	City of Vacaville
Steve Messina	City of Benicia
Karin MacMillan	City of Fairfield
Ron Jones (Member Alternate)	City of Rio Vista
Mike Segala (Member Alternate)	City of Suisun City
Anthony Intintoli	City of Vallejo
John Silva	County of Solano

**BOARD MEMBERS ABSENT:**

Mary Ann Courville (Chair)	City of Dixon
Ed Woodruff	City of Rio Vista
Jim Spering	City of Suisun City

**ACTION ITEMS: FINANCIAL**

**None Presented**

## **ACTION ITEMS: NON FINANCIAL**

### **A. STA Board Retreat to Discuss Funding CTP and New Initiatives**

#### Recommendation:

Approve the following:

1. Schedule a special STA Board Retreat for Thursday, February 17, 2005 at 9:00 a.m. at the Travis Credit Union in Vacaville.
2. The meeting agenda for the STA Board Retreat as specified in Attachment B with an amendment specified by legal counsel.

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

### **B. Release of Draft Arterials, Freeways and Highways Element and Draft Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030**

#### Recommendation:

Approve the following:

1. Release of the Draft Arterials, Freeways and Highways Element of the Solano Comprehensive Transportation (CTP) 2030 for a 30-day public review and comment period.
2. Release of the Draft Transit Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day public review and comment period.

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

### **C. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)**

#### Recommendation:

Approve the new Solano Napa Travel Demand Model Phase 1 (Attachment A).

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

### **D. Legislative Update – February 2005**

#### Recommendation:

Approve the following:

1. Support for ACA 4.
2. Support for ACA 7.

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

### **E. Programming Transportation Enhancement (TE) Projects for FY 2005-06**

#### Recommendation:

Approve the programming of Transportation Enhancement funding for FY 2005-06 for the projects and amounts specified in Attachment C.

On a motion by Member MacMillan, and a second by Member Silva, the staff recommendation was amended to approve the revised programming of Transportation Enhancement funding for FY 2005-06 for the projects and amounts specified in *Attachment D*. *Attachment D* was provided as a supplemental at the Board meeting and is available by contacting the STA.

**F. Modify Membership of Alternative Modes and Transit Committees**

Recommendations:

1. Approve the revised membership of the Alternative Modes Committee as specified in Attachment A.
2. Appoint Michael Segala to the Transit Committee in place of the Alternative Modes Committee.

On a motion by Member Alternate Segala, and a second by Member Messina, the staff recommendation was approved with an amendment to include representatives from the City of Dixon, City of Fairfield, City of Vallejo, and County of Solano to the revised membership of the Alternative Modes Committee as specified in Attachment A for Recommendation #1.

**CONSENT CALENDAR ITEMS:**

On a motion by Member Silva, and a second by Member Alternate Segala, the staff recommendation was approved unanimously. Member MacMillan abstained from the vote on Agenda Item VII.A, STA Board Minutes of January 12, 2005.

**A. STA Board Minutes of January 12, 2005**

Recommendation:

Approve minutes of January 12, 2005.

**B. Review TAC Minutes of the Special TAC Meeting of January 13, 2005**

Recommendation:

Receive and file.

**C. Review TAC Minutes of January 26, 2005**

Recommendation:

Receive and file.

**D. Assessment of STA Personnel Process and System**

Recommendation:

Authorize the Executive Director to hire an independent firm to perform the following tasks for an amount not to exceed \$25,000:

1. Review and conduct an assessment of the STA's personnel functions, policies and procedures, and personnel system.
2. Conduct a salary and benefits comparison survey of the STA's current job classifications.

- E. STA's FY 2003-04 Annual Audit and Financial Reports**  
Recommendation:  
 Accept the Annual Audit for FY 2003-04 for the Solano Transportation Authority.
- F. Rio Vista Transit Study**  
Recommendation:  
 Approve the Rio Vista Transit Study contingent upon Rio Vista City Council approval.
- G. FY 2005-06 TFCA 40% Program Manager Guidelines and Call for Projects**  
Recommendation:  
 Approve the following:
1. 2005-06 Solano TFCA 40% Program Manager Guidelines.
  2. Authorize the Executive Director to initiate a Call for Projects for the FY 2005-06 TFCA Program Manager funds.
- H. Support for Office of Traffic Safety (OTS) Grant Applications**  
Recommendation:  
 Authorize the Executive Director to provide letters of support for the FFY 2006 OTS applications for the following:
- a) City of Fairfield
  - b) City of Rio Vista
  - c) City of Suisun City
- I. Pedestrian Advisory Committee Member Appointment**  
Recommendation:  
 Appoint Allan H. Deal as a Member-At-Large to the Solano Pedestrian Advisory Committee for a three-year term.
- J. Solano County Projects in MTC's Regional T-2030 Plan**  
Recommendation:  
 Support the revised T-2030 Projects for Solano County as specified in Attachment A.
- K. Approval of Draft FY 2004-05 Disadvantaged Business Enterprise (DBE) Program**  
Recommendation:  
 Approve the STA's Draft FY 2004-05 DBE Program.
- L. SolanoLinks Marketing**  
Recommendation:  
 Approve the following:
1. Reduce the amendment of the existing contract with MIG from a not to exceed amount of \$84,000 to \$59,000.
  2. Allocate \$25,000 of SolanoLinks marketing funds to the City of Vallejo to market new RM 2 services.

**M. Reprogramming FY 2005-06 State Transportation Improvement Program (STIP) Projects**

Recommendation:

Approve reprogramming of Solano County FY 2005-06 STIP funds as specified in Attachment B.

**UPDATE FROM STAFF**

**A. Caltrans Report**

Nicolas Endrawos, Caltrans Regional Project Manager, provided a status report on the construction progress of the Solano Highway 37 Widening Project and the new Benicia-Martinez Bridge Project.

**B. MTC Report**

None Presented.

**C. STA Report**

**1. Federal Funding Legislative Report**

Mike Miller, The Ferguson Group, LLC, provided a transportation federal update to the Transportation Reauthorization, FY 2006 Appropriations, Congressional Delegation & Staff Changes, and DC Lobbying Trip.

**2. Review of STA FY 2003-04 Annual Audit**

Cory Biggs, Maze & Associates, provided highlights of the FY 2003-04 Annual Audit.

**INFORMATIONAL ITEMS:** Information was provided for the following items:

- A. State Budget Update – February 2005**
- B. Overview of the STA's Solano Congestion Management Program (CMP) and Related Plans, Studies, and Mitigation Measures**
- C. Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects**
- D. Status of Unmet Transit Needs Process for FY 2005-06**
- E. FY 2004-05 Federal Appropriations**
- F. FY 2004-05 STP/CMAQ Projects**
- G. Potential Projects for Accelerated Project Delivery**
- H. Regional Measure 2 (RM 2) Program Update**
- I. Transportation Improvement Program (TIP) Update**
- J. Update of Small UZA Payback Plan**
- K. Local Streets and Roads Update**
- L. Union Avenue (Fairfield)/Main Street (Suisun City) Feasibility Study**
- M. Solano Napa Commuter Information (SNCI) FY 2004-05 Six-Month Status Report**
- N. FUNDING OPPORTUNITIES:** Information was provided for future funding opportunities for the following:
  - ◆ *TDA Article 3 – 5-year Bicycle and Pedestrian Funds*
  - ◆ *Federal Transit Administration (FTA) 5310 Elderly and Disabled Transportation Plan*
  - ◆ *Hazard Elimination Safety (HES) Program*

The STA Board was adjourned to Thursday, February 17, 2005 STA Board Retreat at Travis Credit Union in Vacaville.

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled for **March 9, 2005 6:00 p.m.** at Suisun City Hall Council Chambers.



DATE: February 14, 2005  
TO: STA TAC  
FROM: Kim Cassidy, Clerk of the Board  
RE: STA Meeting Schedule Update

**Background:**

Attached is the updated STA meeting schedule that may be of interest to the STA TAC. Please note the meeting schedule is from February to July 2005.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Meeting Schedule – (February – July 2005)



## STA BOARD MEETING SCHEDULE (For The Calendar Year 2005)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Feb. 23	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Feb. 23	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Feb. 24	9:30 a.m. – 11:00 a.m.	Alternative Modes Committee	STA Conference Room	X
March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
March 18	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Com. Center	X
March 23	9:00 a.m. – 10:30 a.m.	Arterials Committee	STA Conference Room	X
March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X

ATTACHMENT A



DATE: February 15, 2005  
 TO: STA TAC  
 FROM: Sam Shelton, Planning Assistant  
 RE: Funding Opportunities Summary

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Solano Transportation Fund for Clean Air Program (40% Program Manager Funds)	Robert Guerrero, STA (707) 424-6014	<b>March 9, 2005</b>
2004-05 YSAQMD Clean Air Funds Program	Jim Antone, YSAQMD (530) 757-3653	<b>March 18, 2005</b>
MTC TLC Housing Incentive Program (HIP)	Evelyn Baker, MTC (510) 464-7753	<b>Workshop February 22, 2005 Apps due March 25, 2005</b>
Hazard Elimination Safety (HES) Program	Hin Kung, Caltrans (510) 286-5234	<b>April 15, 2005</b>
Safe Routes to Transit (SR2T) Program	Doug Johnson, MTC (510) 464-7846	<b>Workshop February 25, 2005 Apps due July, 2005</b>



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*FUNDING OPPORTUNITY:*

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

Due March 9, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

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

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



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*FUNDING OPPORTUNITY:*

**2004-05 YSAQMD Clean Air Funds Program**

Due to YSAQMD on March 18, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the 2004-05 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 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: Applications will be available in late January 2005. Solano Clean Air Applications will be reviewed by a pre-screening committee on February 14, 2005, consisting of STA Board members and Board members from the YSAQMD before they are formally submitted to the Air District for approval. The YSAQMD application deadline is March 18, 2005. Please contact program coordinators for more information.

<http://www.dcn.davis.ca.us/~ysaqmd/>

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:*

**MTC TLC Housing Incentive Program (HIP)**

Due March 25, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the MTC TLC Housing Incentive Program (HIP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program rewards local governments that build high-density housing, particularly affordable housing and mixed-use developments near transit stops, by issuing capital grants towards transportation projects that support Transportation for Livable Communities.

Funding Available: About \$9 million is available in TLC/HIP funds for FY 2004/05, with a maximum grant of \$3 million per jurisdiction.

Eligible Projects:

- Pedestrian and Bicycle facilities that connect the housing project to adjacent land uses and transit
- Improved sidewalks and crosswalk linking the housing to a nearby community facility such as a school or public park
- Streetscape improvements that support increased pedestrian, bicycle, and transit activities and safety

Further Details: **Informational Workshop February 22, 2005, 2-3pm, MTC**  
[http://www.mtc.ca.gov/planning/smart\\_growth/hip.htm](http://www.mtc.ca.gov/planning/smart_growth/hip.htm)

Program Contact Person: Evelyn Baker, MTC, (510) 464-7753, ebaker@mtc.ca.gov

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

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*FUNDING OPPORTUNITY:*

**Hazard Elimination Safety (HES) Program**

Due April 15, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Hazard Elimination Safety (HES) 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: The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis.

Program Description: This program provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement.

Funding Available: In FY 2004/05, HES funded \$9.8 million in “Work Type” projects and \$3.0 million for “Safety Index” projects.

Example Projects: HES funds are available for expenditure on

1. Any local agency public road
2. Any local agency public surface transportation facility,
3. Any local agency publicly-owned bicycle or pedestrian path
4. Any traffic calming measure on a local agency public road.

FY 2004/05 HES “Work Type” Funded project:  
City of Vallejo – Upgrade two traffic signals - \$ 175,230 in HES funds.

FY 2003/04 HES “Safety Index” Funded project:  
Suisun City – Realign Offset Intersection at Railroad & Sunset - \$360,000 in HES funds.

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm>

Program Contact Person: Hin Kung, Caltrans District 4, (510) 286-5234, [hin\\_kung@dot.ca.gov](mailto:hin_kung@dot.ca.gov)

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

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*FUNDING OPPORTUNITY:*

**Safe Routes to Transit (SR2T) Program**

Due July, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$20 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

Eligible Projects:

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

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

Further Details: Program kick-off meeting, February 25, 2005.  
Contact Amber Crabbe ([amber@transcoalition.org](mailto:amber@transcoalition.org)) or  
Dave Campbell ([dcampbel@lmi.net](mailto:dcampbel@lmi.net)).  
Call for projects April 2005.  
[http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html)

Program Contact Person: Doug Johnson, MTC, (510) 464-7846

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

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DATE: February 14, 2005  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Contract Amendment No. 5 with Wilbur Smith Associates for the  
Fairfield/Vacaville Intermodal Train Station

**Background:**

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

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

The primary tasks under this contract include the following:

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

Major components of this project are proposed to include:

- Phase 1: Approximately 200 parking spaces, passenger platforms, pedestrian shelters, perimeter landscaping and track improvements
- Phase 2: Approximately 300+ parking spaces, interior landscaping, bus shelters, and feeder bus service
- Phase 3: An additional 600+ parking structure, station building and additional joint commercial development

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

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

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

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

A total of approximately \$23 million has been secured to date for this station. This includes \$17.250 million of RM 2 funds, along with \$1.3 million of federal appropriations, \$2.25 Capitol Corridor of STIP funds (\$125,000 programmed for 2005-06 and \$2,125,000 programmed for 2006-07) and approximately \$2.4 million of locally committed funds. These funds are expected to be sufficient to fund at least the full design and construction of the Phase 1 station project and probably a portion of Phase 2 improvements. Phase 1 is sufficient to obtain basic intercity service from the Capitol Corridor, plus the track work needed to accommodate this new station. Phase 2 improvements would make this station a multi-modal train station with bus service, shelters and additional passenger amenities to accommodate future regional rail service (commuter-oriented trains) proposed in the Oakland-Sacramento Regional Rail Study. .

On April 14, 2004, the STA Board authorized the Executive Director to: 1) Request the California Transportation Commission to extend the funding agreement for the expenditure of the APDE-STIP funds to June 30, 2005; and 2) Execute Contract Amendment No. 4 with Wilbur Smith Associates (WSA) for a revised scope of work and schedule to complete negotiations with the Union Pacific and to retain subconsultants (as needed) to complete the environmental, preliminary engineering and station design work and other related project development activities by June 30, 2005.

**Discussion:**

The work previously authorized by Contract Amendment No. 4 with Wilbur Smith Associates, using the remaining portion of the state APDE-STIP funds, is quickly moving forward. A meeting was held with Union Pacific Railroad (UPRR) staff in Roseville on December 17, 2004.

There was a good exchange of information regarding the train station, and the representatives of UPRR committed to providing the PDT a letter and making a decision on the train station track improvement plans submitted to them on September 16, 2004. In addition, there was substantial discussion regarding the need to be provided more information on the City of Fairfield's efforts and plans to request the State Public Utilities Commission to approve a widened (i.e. 4-lanes) at-grade rail crossing adjacent to the train station at Peabody Road, and/or any potential plans that the City has to eventually grade separate Peabody Road over the railroad right-of-way.

STA's staff at the meeting with UPRR described the pending Jepson Parkway EIS/R and the four alternatives that are being considered in the general vicinity of the train station (including the Walters Road and the Peabody Road railroad grade separation alternatives). The representatives from the Union Pacific Railroad requested more information on the alternative roadway plans that could affect the UPRR right-of-way. STA, the City of Fairfield and the rest of the PDT are currently in the process of responding back to the UPRR.

Based on discussions at the Fairfield Vacaville Train Station PDT on February 3, 2005 (attended by staff from the STA, City of Fairfield, City of Vacaville and the consultant team), and in order to keep the project moving forward with no further delays, there was consensus that an expanded scope of work was needed to provide additional technical work based on the attached letter of request from the City of Fairfield. This additional work would be funded with \$125,000 of local transit funds (i.e. TDA funds committed by the cities of Fairfield and Vacaville) to complete the following expanded scope of work:

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

The currently budgeted \$93,910 (or estimated \$75,000 remaining as of 2-14-05) of currently allocated state funds for 2004-05 is expected to be fully expended by June 30, 2005 in accordance with the funding agreement STA executed with Caltrans. The PDT has determined that additional local funding and consultant work will be needed to complete the remaining environmental and preliminary engineering work, complete negotiations and obtain conceptual approval from the Union Pacific Railroad, begin the process for a grade crossing permit from the Public Utilities Commission, and submit a grant application to FTA to secure the \$1.3 million of federal earmarks secured by the STA. This work would extend beyond the current June 30, 2005

contract deadline contained in the existing STA agreement with Wilbur Smith Associates (WSA). Therefore, on February 3, 2005, the PDT requested STA to amend the existing contract with WSA by \$145,000 with additional local funds committed from the cities of Fairfield and Vacaville and extend the term of the contract to June 30, 2006.

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

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

**Fiscal Impact:**

There will be no effect on the STA General Fund although additional budget authority will be needed from the STA Board for the 2004-05 STA Budget with all remaining funds for the project as of June 30, 2005 moved into the 2005-06 STA Budget. The cities of Fairfield and Vacaville have committed \$145,000 of local funds to cover the entire cost of Contract Amendment No. 5

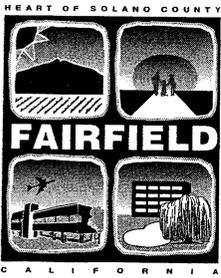
**Recommendation:**

Recommend the STA Board:

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

Attachments:

- A. Letter dated February 15, 2005 from City of Fairfield committing \$145,000 of local funds for the Fairfield-Vacaville Train Station and requesting STA to amend the existing consultant contract with Wilbur Smith Associates.
- B. Letter dated February 15, 2005 from Wilbur Smith Associates, describing the expanded scope of work proposed for Contract Amendment No. 5



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Home of Travis Air Force Base

FEB 15 2005

Department of Public Works

February 15, 2005

COUNCIL

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

City Manager Kevin O'Rourke

City Attorney Greg Stepanicich

City Clerk Arletta K. Cortright

City Treasurer Oscar G. Reyes, Jr.

DEPARTMENTS

Community Services

Finance

Fire

Human Resources

Planning & Development

Police

Public Works

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Place
Suisun City, CA 94585

Re: Fairfield/Vacaville Train Station - Additional Consulting Assistance

Dear Daryl:

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

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

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

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

Sincerely,

[Handwritten signature of Charles J. Beck]

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

**Attachment A**

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

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

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

Task	Cost
CEQA/NEPA	\$120,000
Preliminary Engineering	\$ 50,000
Coordination w/UP and PUC	<u>\$ 50,000</u>
<b>Total Additional Costs</b>	<b><u>\$220,000</u></b>

**Budgeted Funds**

Original STIP Available for Project	\$125,000(1)
STIP Funds Spent To Date	<u>\$ 50,000</u>
<b>Balance of STIP Available</b>	<b><u>\$ 75,000</u></b>
Cost of Additional Work	\$220,000
Minus Available STIP	<u>\$ 75,000</u>
<b>Balance of Funds (TDA) Needed</b>	<b>\$145,000</b>

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

ENGINEERS  
PLANNERS  
ECONOMISTS

February 15, 2005

Mr. Dan Christians  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

201 Mission Street  
Suite 1450  
San Francisco, CA 94105-1831  
(415) 495-6201  
(415) 495-5305 fax  
www.wilbursmith.com

Dear Mr. Christians:

Efforts on the Fairfield/Vacaville Station development planning are accelerating with significant work efforts programmed for completion prior to the end of June 2005. These program efforts include completion of the environmental studies, design refinements and preparation of materials for PUC approval of the Peabody Road UPRR at grade crossing upgrades. Remaining budgets within our contract will not be sufficient to cover all of these efforts. The programmed work efforts are estimated to total \$220,000 as itemized below. Estimated funds remaining in our current \$125,000 contract are about \$75,000. As such, we are requesting an increase to our current time and materials budget of \$145,000. Should some of the work efforts prove not to be needed or are accomplished with less effort, the budget expenditures would be accordingly less. At our current accelerated effort the additional funds will be needed by the end of March (hopefully sooner) in order not to slow progress. Please provide authorization as soon as possible for the additional funding.

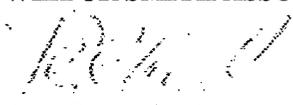
- Wilbur Smith Associates – Planning coordination, traffic studies and preparation of the PUC grade crossing materials - \$95,000. Budgets of \$20,000, \$25,000 and \$50,000 are estimated respectively for these three work items.
- DKS – Engineering coordination and documentation of Project Development Team meetings - \$25,000.
- EIP – Preparation of anticipated Categorical Exclusion for NEPA and Initial study/Mitigated Negative Declaration for CEQA, with inputs to traffic impacts provided by WSA - \$81,000.
- Thompson & Associates – Modification of station site plans for inputs to environmental studies and for planning work sessions - \$9,000.

These efforts total \$210,000. An amount of \$10,000 is suggested for contingency purposes.

The same contractual arrangements in the initial contract would continue to apply for the additional budget effort.

Very truly yours,

**WILBUR SMITH ASSOCIATES**

  
Peter C. Martin, P.E.  
Project Manager

Fairfield/Vacaville Station  
356133

Albany NY, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Los Angeles, CA, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Seattle WA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC



DATE: February 15, 2005  
TO: STA TAC  
FROM: Sam Shelton, Planning Assistant  
RE: City of Benicia Revised Request for Abandoned Vehicle Abatement  
Allocation of 1997 Carryover Funds

**Background:**

The Solano Transportation Authority administers the Abandoned Vehicle Abatement (AVA) Program for Solano County, including disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle's registrations in the amount of \$1 per registered vehicle. Since 1997, the AVA administrator is required by state guidelines for the program to disburse all funds collected during the current fiscal year. However, prior to 1997, funds could be carried across fiscal years. An STA Audit identified \$16,518 in 1997 carryover funds remaining in the AVA fund.

On July 14, 2004, the STA Board approved reimbursing the City of Benicia Police Department with \$5,516.26 of 1997 carryover funds for equipment needed to administer the city AVA Program. Benicia has currently spent \$3,189.03 on a computer and printer. The remaining requests were for a Field Incident Based Reporting (FIBR) License, and Kodak digital camera & memory card, and a NexTel Phone & service contract.

**Discussion:**

The City of Benicia Police Department requests a change in their expenditure requests for the remaining 1997 carryover funds. After a review of their needs at the mid-point of the year, the City of Benicia requests to spend up to \$2000 on personnel training for their records clerk to properly use their CRIMES Records Management System and Computer Aided Dispatch. Training in both programs is needed to accurately account for the specific abandoned vehicles credited under the AVA program.

**Recommendation:**

Recommend the STA Board authorize the City of Benicia Police Department to spend up to \$2000 of 1997 carryover funds on personnel training while remaining funds will be spent on other equipment and costs related to the AVA Program as described.

Attachment:

- A. City of Benicia Police Department AVA Funding Request Letter (Jan. 31, 2005)  
"Requested Change in Expenditure of Funds"

FEB - 2 2005

**BENICIA POLICE DEPARTMENT**

200 East "L" Street • Benicia, CA 94510

(707) 745-3412 • Fax 746-0131

January 31, 2005

Mr. Sam Shelton  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**RE: Requested Change in Expenditure of Funds**

Mr. Shelton:

As you know, the Benicia Police Department has spent \$3,189.03 of the \$5,516.26 allocated to us for this fiscal year. Our original request dealt specifically with computer, photographic, and telecommunication equipment.

From reviewing our needs at the mid-year point, we are requesting a change in our expenditures. Our Record Clerk, who is responsible for all AVA and STA data collection and record keeping, obtains all of her data from our in-house record management system. Her knowledge of this system is critical in storing, tracking, and retrieving information for your agency's reports.

The company that manufactured and supports our record management software is having its annual training conference from June 5<sup>th</sup> to June 10<sup>th</sup>, 2005. This is the only training available to our Record Clerk for this product. It is anticipated that travel, lodging, registration, and meals will cost approximately \$2,000. This is a formal request to divert a maximum amount of \$2,000 from our remaining allotment towards this training seminar.

The amount spent so far has been for our top priority items (a new computer and printer). Depending on how much is left over after the training conference, we will use the remaining funds to purchase either the NexTel phone or the Field Incident Based Reporting license.

Your consideration in this matter is appreciated.

A handwritten signature in cursive script that reads "Lt. Michael Daley".

Lt. Michael Daley  
Benicia Police Department  
Services Division Commander

**"QUALITY POLICING - COMMITTED TO YOU"**  
James E. Trimble • Chief of Police



DATE: February 15, 2005  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Release of Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030

**Background:**

The three updated elements of the Solano Comprehensive Transportation Plan (CTP) have been drafted by staff and the consultants. Staff has been circulating the individual drafts of the elements to the TAC, the SolanoLinks Transit Consortium, and each of the three respective CTP committees for their input. TAC members were originally provided draft copies of all three CTP elements on January 26, 2005. Because the Transit Consortium did not meet in January, copies of the CTP were mailed out to Consortium members in late January.

Based on recommendations of the Board's CTP committees, the Arterials, Highways and Freeways Element and the Draft Transit Element were released by the STA Board for a 30-day review period by member agencies, interested partner agencies and the general public. Upon completion of the review period, staff will address and/or incorporate all comments received and prepare a Final Draft of the elements of the CTP for recommendation by the Consortium, TAC, the CTP committees and final approval by the STA Board. This report addresses the release of the Alternative Modes Element for review.

Presentations on funding each of the three CTP elements have been made at each of the last three Consortium, TAC and STA Board meetings. Further refinements to the 2030 Funding Needs Summary have recently been made to reflect more recent data. The draft CTP identifies a total estimated funding need over the next 25 years for each of the three elements as follows:

<b><u>Mode</u></b>	<b><u>CTP Needs</u></b>
Arterials, Highways and Freeways	\$4,176.5 M
Transit	\$1,226.9 M
Alternative Modes	\$ 179.5 M
<b>TOTAL</b>	<b>\$5,582.9 M</b>

Based upon the STA's recent needs analysis, alternative modes projects (i.e. TLC, bicycle, pedestrian and ridesharing funds) are expected to receive about \$94.8 million over 25 years, leaving a shortfall of about \$84.7 million. Although there are a number of new funding sources for alternative modes and it is proportionately in much better financial condition than the other modes, the remaining shortfall reinforces the need to continue to prioritize short term needs to address the most critical problems first and to develop a range of new additional funding sources to match the expected funding sources.

**Discussion:**

Both the Draft Arterials, Highways and Freeways Element and the Draft Transit Element of the CTP have been reviewed by their respective committees. New members to the Alternative Modes Committee were recently appointed by the STA Board and that committee has not had the opportunity to meet and review the draft Alternative Modes Element (Attachment B).

On February 9, 2005, (based on recommendations of the Arterials, and Freeways Committee and the Transit Committee) the STA Board released the Arterials, Highways and Freeways Element and the Transit Element for a 30- day public review period. Copies of these two elements have since been posted to the STA web site: [www.solanolinks.com](http://www.solanolinks.com).

Once the Alternative Modes Element has been reviewed by the new Alternative Modes Committee (scheduled for February 24, 2005 at 9:30 a.m. at the STA), and the committee makes a recommendation to the STA Board, that element will also be forwarded to the STA Board to release this element for a 30-day review period. Upon completion of this review period, the final CTP will be prepared for review by the TAC, Consortium and the three CTP Committees.

Vanessa Klaiber-Guerrero was previously the SolanoLinks Transit Consortium's participant on the Alternative Mode Committee. Since Ms. Guerrero no longer works for the City of Dixon, the new SolanoLinks Transit Consortium participant is proposed to be Jeff Mattheson. The STA TAC representative is proposed to continue to be Ed Huestis who has been a regular participant on the committee. The participants from the Consortium and the TAC should be confirmed by the respective committees.

The new Napa Solano Travel Demand Model shows significantly increased congestion levels throughout the county, particularly between the years 2015 and 2030. The need for increased efforts to implement the various recommendations of the recently completed studies (i.e., I-80/680/780 Major Investment & Corridor Study, I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study and Transportation for Livable Communities Plan) will become more and more apparent to the residents in Solano County as the county continues to grow.

To provide for a high quality of life in Solano County now and in the future, it is important to ensure adequate maintenance of roads and facilities, improved travel safety, maintain and provide expanded transit and alternative modes of travel. If the STA Board adopts the comprehensive strategy recommended in the updated CTP, this strategy will need to be a high priority of the STA, its member agencies and partners for many years to come in order to address the transportation needs of Solano County residents.

Staff is planning to discuss with the STA Board funding the CTP elements at the Board Retreat on February 17, 2005. A Public Hearing on the CTP will be scheduled at the April 13, 2005 STA Board meeting. The review and recommendation by the TAC and Consortium and each of the Board's three CTP Committees is scheduled by the end of April 2005 and an action by the STA Board planned for May 11, 2005.

The Draft Alternative Modes Element of the CTP was provided to TAC and Consortium members in January.

STA staff will be circulating an environmental checklist (per the California Environmental Quality Act) and submitting a Notice of Completion of a Negative Declaration to the State Clearinghouse for a 45-day review period prior to STA Board approving the final CTP.

**Recommendation:**

Approve the following:

1. Recommend the STA Board release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day public review and comment period.
2. Confirm the Consortium and TAC participants on the Alternative Modes Committee.

Attachments:

- A. Alternative Modes Committee Membership, 2-15-05
- B. Solano Comprehensive Transportation Plan 2030 Funding Needs Summary, 1-28-05
- C. Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030, dated January 2005 (previously provided under separate cover; additional copies provided upon request)

## **Alternative Modes Committee**

### **Membership**

2-15-05

#### **Committee Members:**

Jim Spering, Committee Chair, City of Suisun City  
Dan Smith, City of Benicia  
Representative, City of Dixon  
Representative, City of Fairfield  
Ron Jones, City of Rio Vista  
Representative, County of Solano  
Steve Wilkins, City of Vacaville  
Joanne Schivley, City of Vallejo  
Marci Coglianese, Public Member  
Eve Laevastu, Pedestrian Advisory Committee,  
J.B. Davis, Solano Bicycle Advisory Committee  
City Planning Commissioner  
Birgitta Corsello, Solano County Resource Agency Director  
Gerry Raycraft, Solano County Planning Directors Group

#### **Invited Participants:**

Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo  
Congressman George Miller's Office, Kathy Hoffman  
MTC – Planning, James Corless  
SNCI, Elizabeth Richards  
Solano EDC, Don Erickson  
Solano Land Trust  
SolanoLinks Transit Consortium, Jeff Mattheson  
STA TAC, Ed Huestis  
YSAQMD, Jim Antone

### Solano Comprehensive Transportation Plan 2030 Funding Needs Summary

(All costs in millions of 2005 dollars - Revised on 1-28-05)

PROJECT/PROGRAM	Total Costs (remain.)	Committed Funding	New Committed Funds	CTP Short- Fall	CTP Vision	Net After Vision
<b>TRANSIT ELEMENT</b>						
Expanded Express Bus (cap. and op.)	158.8	82.0	5.0	71.8	71.8	0.0
Vallejo Transit Capital Replacement	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich.-Oak. Commuter Rail (cap/op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap/op)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap/op)	129.1	0.0	0.0	129.1	105.0	24.1
<b>Sub Total</b>	<b>1226.9</b>	<b>761.2</b>	<b>58.4</b>	<b>407.3</b>	<b>339.8</b>	<b>67.5</b>
<b>ARTERIALS, HIGHWAYS &amp; FREEWAYS ELEMENT</b>						
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0	211.5
Jepson Parkway Project	97.9	22.2	43.0	32.7		32.7
SR 12 (Jameson Canyon <sup>2</sup> ) (4-lanes)	51.1	2.0	49.1	0.0		0.0
SR 12 (Jameson Canyon <sup>2</sup> ) safety projects	20.0	0.0	0.0	20.0	20.0	0.0
I-80/680/780 Corridor Improve. (Mid term)	357.3	0.0	94.4	262.9	262.9	0.0
I-80/680/780 Corridor Improve. (Long term)	709.0	8.0	0.0	701.0	87.1	613.9
Local Interchange Improvements	418.0	0.0	2.0	416.0	-	416.0
Widen SR 37 to 4 lanes with mitigation	154.5	0.0	0.0	154.5		154.5
SR 12 capacity Improve. (I-80 to Sac. River)	105.0	0.0	3.3	101.7	55.0	46.7
SR 113 (I-80 to SR12)	50.0	0.0	0.0	50.0		50.0
Road maintenance (regional roads - MTS)	43.6	43.6	0.0			0.0
Road Maintenance (local roads - non MTS)	919.0	324.2	41.0	553.8	210.0	343.8
SR 12 Safety Projects (I-80 to Sac. River)	42.7	36.0	6.7	-		0.0
Safety Projects	100.0	-	3.0	97.0	51.2	45.8
Local Arterial Improvements	339.4	29.6	-	309.9	-	309.9
<b>Sub Total</b>	<b>4176.5</b>	<b>613.2</b>	<b>402.3</b>	<b>3161.0</b>	<b>936.2</b>	<b>2224.8</b>
<b>ALTERNATIVE MODES ELEMENT</b>						
Bicycle Improvements	56.0	19.5	2.3	34.2	-	34.2
Pedestrian Improvements	25.0	3.0	2.0	20.0	-	20.0
Park-and-Ride Lots	13.0	-	3.0	10.0	-	10.0
Ridesharing Program	17.5	17.5	-	0.0	-	0.0
County TLC / Enhancements Program	68.0	40.0	7.5	20.5	-	20.5
<b>Sub Total</b>	<b>179.5</b>	<b>80.0</b>	<b>14.8</b>	<b>84.7</b>		<b>84.7</b>
<b>Local Projects</b>	<b>140.0</b>			<b>140.0</b>	<b>140.0</b>	
<b>Total</b>	<b>5722.9</b>	<b>1454.4</b>	<b>475.5</b>	<b>3793.0</b>	<b>1416.0</b>	<b>2377.0</b>



DATE: February 12, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Policy Regarding Letters of Support from the Solano Transportation Authority for Grant Applications

**Background:**

The Solano Transportation Authority (STA), as the Congestion Management Agency for Solano County, is frequently requested to provide letters supporting grant applications from member agencies for various Federal, State and Regional grant programs.

STA staff prepares letters supporting agency projects and submits them to the STA Board of Directors for approval. Requests for approval are typically a Consent Calendar item.

**Discussion:**

A letter of support from the county Congestion Management Agency increases the competitiveness of grant applications from local agencies for many of the grant programs. Unfortunately, the required deadlines for submitting grant applications often make it difficult or impossible to receive STA Board approval prior to the needed date of the letter of support.

An alternative to the current procedure is for the STA Board to authorize the STA Executive Director to provide letters of support to member agencies for grant applications, if the application meets all of the requirements of the specific grant program. These programs include grants from the Office of Traffic Safety (OTS), the Bicycle Transportation Account (BTA), Safe Routes to Schools (SR2S), Regional Transportation for Livable Communities (TLC), Regional Bicycle/Pedestrian Program, State planning grants and other potential grants programs. This alternate procedure will allow STA member agencies to receive letters of support from the STA in a timely manner to ensure documentation is provided to granting agencies before the grant application deadline.

**Recommendation:**

Recommend the STA Board approve Resolution No. 2005-\_\_ authorizing the Executive Director to provide letters of support to STA member agencies for grant applications that meet the requirements of the grant program.

Attachment:

A. Resolution No. 2005-\_\_,

**RESOLUTION NO. 2005-  
A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE EXECUTIVE DIRECTOR TO PROVIDE  
LETTERS OF SUPPORT FOR GRANT APPLICATIONS  
FROM STA MEMBER AGENCIES**

**WHEREAS**, the Solano Transportation Authority is frequently requested by STA members agencies to provide Letters of Support for Federal, State and Regional grant applications; and

**WHEREAS**, Letters of Support for Federal, State and Regional grant applications from the county Congestion Management Agency increases the competitiveness of the grant applications from the Solano Transportation Authority member agencies; and

**WHEREAS**, the Solano Transportation Authority strongly encourages and supports the aggressive pursuit of grant funding by the Solano Transportation Authority's members agencies.

**NOW THEREFORE BE IT RESOLVED**, that the Board of the Solano Transportation Authority does hereby authorize the Solano Transportation Authority Executive Director to provide Letters of Support for Federal, State and Regional grant applications for Solano Transportation Authority member agencies providing each grant application meets the requirements of the grant program and the member agency provides a written request to the Solano Transportation Authority for the Letter of Support.

**PASSED AND ADOPTED** at a regular meeting of the Solano Transportation Authority Board of Directors, duly held on March 9, 2005.

\_\_\_\_\_  
Mary Ann Courville  
Chair

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 9<sup>th</sup> day of March 2005.

\_\_\_\_\_  
Daryl K. Halls  
Executive Director

Attested:

\_\_\_\_\_  
Kim Cassidy, Clerk of the Board



DATE: February 16, 2005  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: YSAQMD Clean Air Fund Program

**Background:**

The Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under AB 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

YSAQMD jurisdictions in Solano County are eligible to receive approximately \$270,000 for Clean Air Program funds for fiscal year 2005/2006. The following categories are eligible for this funding: Alternative Fuels Infrastructure and Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies including Rio Vista, Vacaville, Dixon and Solano County (as well as public schools and universities in these areas) are eligible for the program.

Solano County applications for YSAQMD Clean Air Funds are preliminarily reviewed by the STA/YSAQMD Clean Air Fund Application Screening Committee, which consists of two members or alternates from the STA Board and three members from the YSAQMD Board of Directors. The Screening Committee reviews Solano applications prior to the YSAQMD application deadline for funding amounts, project eligibility, and consensus for Solano County's Clean Air projects. All actions made by the Screening Committee are recommendations to the YSAQMD Board of Directors. The YSAQMD Clean Air Program funding approvals have usually been the same as the committee's recommendations.

**Discussion:**

The Screening committee met Tuesday, February 15, 2005 to review preliminary YSAQMD Clean Air applications for FY 2005/06. A spreadsheet summarizing the preliminary applications and the committee's recommendations is attached. The committee based their funding recommendation on a Clean Air budget of \$290,000. The following projects were recommended for the following funding amounts:

<b><u>Project Sponsor</u></b>	<b><u>Project</u></b>	<b><u>Recommended Amount</u></b>
1. City of Rio Vista	Downtown Pedestrian Streetscape and Waterfront Improvement Project	\$100,000
2. Vacaville Sanitary Service	Claire Longview Retrofit of Refuse Trucks	\$100,000
3. City of Vacaville	Southside Bikeway (Alamo Drive to California Drive)	\$50,000
4. City of Vacaville	Centennial Bikeway (Browns Valley Parkway to Vaca Valley Parkway)	\$40,000
<b>Total:</b>		<b>\$290,000</b>

The next step will be for the YSAQMD Board Clean Air Funds Committee to review applications submitted from public agencies in Yolo County and the recommendations provided by the STA/YSAQMD Screening Committee at their May 11, 2005 meeting. The YSAQMD Board of Directors will then approve the projects at their June 8, 2005 meeting based on the YSAQMD Board Clean Air Funds Committee recommendation.

**Recommendation:**

Recommend the STA Board support the recommendations provided by the STA/YSAQMD Clean Air Fund Application Screening Committee for Yolo Solano Clean Air Applications.

**Attachment:**

- A. Yolo Solano Clean Air Application Summary 2005-06 for Solano Projects

Yolo Solano Clean Air Application Summary 2005-06 for Solano Projects  
 Revised 2-15-2005  
 Final Recommendation

Project Title	Project Description	Project Sponsor	Total Project Cost	Other Committed Funding	Other Potential Funding Sources	Total Clean Air Fund Request	Recommendation- \$290,000 (Budget)
Downtown Pedestrian Streetscape and Waterfront Improvement Project	Downtown Pedestrian Streetscape and Waterfront Improvement Project	City of Rio Vista	\$ 669,000	\$500,000-ECMAQ; \$39,000-YSAQMD		\$ 130,000	\$ 100,000.00
Clareire Longview Retrofit of Refuse Trucks	Retrofit 24 refuse trucks in Vacaville for Nox, PM, HC & CO Emmissions Reductions.	Vacaville Sanitary Service	\$ 456,000	Total-\$539,000 \$204,000-Company Funding		\$ 252,000	\$ 100,000.00
Yolo Solano Bikelinks Map	Design and print an updated Yolo Solano Bikelinks map for public information and general distribution.	STA	\$ 15,000	Total-\$204,000 \$5000- TFCA		\$ 10,000	\$ -
Spare the Air Transit Promotion	Design and execute a promotion coordinated with the region Spare the Air (STA) promotion to increase transit ridership in Vacaville City Coach, Dixon Read-Ride, and Rio Vista Transit.	STA/SNCI	\$ 20,000	Total- \$5000 \$5,000-CMAQ		\$ 15,000	
Southside Bikeway (Alamo Drive to California Drive)	Project will extend the Southside Bikeway further south an additional 850 feet down to California Dr.	City of Vacaville (Priority #1)	\$ 350,000	Total-\$5,000 \$300,000- ECMAQ		\$ 50,000	\$ 50,000.00
Centennial Bikeway (Browns Valley Parkway to Vaca Valley Parkway)	Project will be a Class I bike path from Browns Valley Parkway to Vaca Valley Parkway along the western edge of Centennial Park with a length of 6,720 feet.	City of Vacaville (Priority #2)	\$ 375,000	Total- \$300,000 \$300,000- ECMAQ		\$ 75,000	\$ 40,000.00
Bella Vista Rd. Park and Ride Lot Photovoltaic System Monitoring	Remote monitoring system for the Bella Vista Park & Ride Photovoltaic System	City of Vacaville (Priority #3)	\$ 22,000	Total- \$300,000 \$2,000- in-kind Staff hours		\$ 20,000	\$ -
Nob Hill Bike Path (Chyene Drive to Shady Glen Ave)	The project is a gap closure project and will provide a Class I bike path between Chyene Drive to Shady Glen Ave, approximately 1,400 feet.	City of Vacaville (Priority #4)	\$ 390,000	Total- \$2,000	\$350,000- BTA	\$ 40,000	\$ -
						Total- \$350,000	
						Total Clean Air Request: \$ 592,000	\$ 290,000.00



DATE: February 14, 2005  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Summary of STA Board Retreat Discussions and Recommendations

**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 follow up to the STA Board's approval of the FY 2004/05 and 2005/06 budget in July 2004, staff reviewed and updated all of the priority projects contained in the STA's Overall Work Plan (OWP). This topic was presented in a workshop styled format at the STA Board meeting of September 8, 2004 to provide members of the STA Board with the opportunity to query staff, discuss various projects and set priorities.

In October 2004, the STA Board adopted its updated Overall Work Program/Priority Projects for Fiscal Years 2004/05 and 2005/06 consistent with the adoption of its two-year budget. The updated OWP includes a list of 42 specific priority projects and programs. Several of these programs are new initiatives that will require the following: 1) Detailed analysis of the issue; 2) Development of implementation alternatives, specifics, and pros and cons for each alternative; 3) Initiation and implementation of an extensive public education, outreach and input effort; and 4) The development of consensus, collaboration and support for each of these specific programs among the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano.

On February 9, 2005, the STA Board reviewed and set the agenda for an STA Board retreat scheduled for Thursday, February 17, 2005, at Travis Credit Union in Vacaville. A copy of the STA Board approved agenda is attached (attachment A).

**Discussion:**

The STA Board Retreat has been organized in a workshop styled format to provide STA Board Members and Alternates the opportunity to discuss and provide staff direction on several important tasks contained in the STA's Overall Work Program (OWP) for FY 2004/05 and 2005/06. The agenda topics include the following:

- Setting the Stage
- Five Year Vision for the STA
- STA's Roles and Responsibilities as the CMA for Solano County
- Initiation of Regional Impact Fee Study
- Initiation of Transit Consolidation Study
- Improving the Linkages and Coordination Between STA's Transportation Planning and Local Land Use Planning
- Local Land Use Planning Strategies
- Acceleration of Project Development and Project Delivery
- Setting Near Term Funding Priorities to Get Projects Constructed
- Follow up to Measure A/Development of Local Funding Source to Fund Critical Local Projects

A copy of the questions raised by staff at the Board Retreat for each of these topic areas is also attached (attachment B). At the TAC meeting, staff will provide members of the TAC with copies of the presentations provided at the Retreat and a summary of the discussion, input and recommendations provided to staff by the Board Members and Alternates individually and/or collectively.

**Recommendation:**

Informational.

**Attachments:**

- A. Agenda for STA Board Retreat scheduled for Thursday, February 17, 2005, at 9:00 a.m., at Travis Credit Union in Vacaville
- B. STA Board Retreat – Workshop Topics, Questions and Comments



*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

*Members:*

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

**SPECIAL MEETING NOTICE**

**February 17, 2005**

**STA Board Retreat**

**Travis Credit Union  
2020 Harbison Drive  
Vacaville CA  
9:00 A.M. Meeting Time**

**MISSION STATEMENT - SOLANO TRANSPORTATION  
AUTHORITY**

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

*Time set forth on agenda is an estimate. Items may be heard before or after the  
times designated. The opportunity for public comment will be provided as part of  
the discussion of each agenda item.*

**STA Board Members:**

Mary Ann Courville, Chair  
*City of Dixon*

Len Augustine, Vice-Chair  
*City of Vacaville*

Steve Messina  
*City of Benicia*

Karin MacMillan  
*City of Fairfield*

Eddie Woodruff  
*City of Rio Vista*

Jim Spering  
*City of Suisun City*

Anthony Intintoli  
*City of Vallejo*

John Silva  
*County of Solano*

**STA Alternates:**

Gil Vega

Steve Wilkins

Dan Smith

Harry Price

Ron Jones

Michael Segala

Pete Rey

John Vasquez

**ITEM**

**BOARD/STAFF PERSON**

**I. CALL TO ORDER – CONFIRM QUORUM** Chair Courville

**II. APPROVAL OF AGENDA**

**III. STAFF PRESENTATIONS/SETTING THE STAGE**  
(9:15 a.m. – 10:00 a.m.)

**A. Progress Report on STA’s Overall Work Program (OWP)** Daryl Halls

1. Planning the Future
2. Project Development
3. Transit/Rideshare
4. Funding the OWP and CTP

*Informational – Pg. 11*

**B. Development of a Five-Year Vision for the Solano Transportation Authority (STA)** Daryl Halls

*Informational – Pg. 29*

**C. Overview of STA’s Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County** Dan Christians

*Informational – Pg. 33*

**IV. BOARD MEMBER DISCUSSION ITEMS**

**A. Initiation of Regional Traffic Impact Fee Study** Dan Christians

*Discussion – Pg. 45*  
(10:00 a.m. – 10:45 a.m.)

**MEETING BREAK – 10:45 a.m. to 11:00 a.m.**

**B. Initiation of Transit Consolidation Study** Elizabeth Richards

*Discussion – Pg. 51*  
(11:00 a.m. – 11:45 a.m.)

**C. Implementation of TLC Program** Daryl Halls

**Countywide/Improving the Linkages and Coordination Between STA’s Transportation Planning and Local Land Use Planning**

*Discussion – Pg. 63*  
(11:45 a.m. – 12:15 p.m.)

**LUNCH BREAK – “Guest Speaker on Land Use and Transportation Planning”**

(12:15 p.m. – 1:00 p.m.)

**D. Acceleration of Project Development and Project Delivery**

Mike Duncan

*Discussion – Pg. 83*

(1:00 p.m. – 1:15 p.m.)

**E. Setting Near Term Priorities for Funding Priority Projects**

Mike Duncan

1.) Federal Funding Priorities

2.) STIP Funding Priorities

3.) SHOPP Funding Priorities

4.) Regional Funding Priorities

*Discussion – Pg. 101*

(1:15 p.m. – 1:45 p.m.)

**F. Follow Up to Measure A/Development of an Expenditure Plan of Critical Project that Require a Local Funding Source**

Daryl Halls

D.J. Smith

*Discussion – Pg. 149*

(1:45 p.m. – 2:45 p.m.)

**V. BOARD MEMBER COMMENTS/NEXT STEPS**

**VI. ADJOURNMENT – Next Meeting: March 9, 2005 at 6:00 p.m., at Suisun City Hall**





***V.A. Initiation of Regional Impact Fee Study***

1. Should the STA study the potential benefits and options for a regional impact fee as a potential mitigation for the future impacts of development on the countywide transportation system?


2. Should such a regional impact fee be collected and allocated on a countywide basis or along specific corridors or within specific subareas of the county? Should the impact fee be allocated to only highway and roadway facilities or should it include transit facilities?


3. What are the concerns/obstacles pertaining to evaluating and implementation of a regional impact fee?


*Board Comments/Suggestions/Follow up Items:*






*LUNCH BREAK – “Local Transportation/Land Use Planning Strategies”,  
James Corless, MTC*

1. What are the key transportation and land use ingredients and characteristics for successful TLC projects?


2. What is Solano County doing well and how can we improve in terms of land use and transportation planning in support of transportation and transit?


3. What are the benefits for and concerns/obstacles to implementing TLC and transit oriented projects and improving the linkages between land use and transportation planning?


*Board Comments/Suggestions/Follow up Items:*




***E. Setting Near Term Funding Priorities to get Projects Constructed***

1. Are there any other projects that should be prioritized for federal or state funding?


2. Should we narrow our list of priority projects to ensure their full funding and construction in a timely manner? If so, what should be the criteria for doing so?


3. How should we position and prioritize projects to obtain larger amounts of regional and state funding?


*Board Comments/Suggestions/Follow up Items:*


***F. Follow Up to Measure A/Development of Local Funding Source to Fund Critical Local Projects***

1. Should there be a follow up effort to Measure A to place an expenditure plan on the ballot before Solano County voters?

2. In January, the STA's consultant identified several issues to be discussed and addressed before placing a follow measure on the ballot. Which issues are of importance and how should the STA proceed to address these issues in a proactive and productive manner?

3. What are the next steps in this process and should the STA set aside the resources for a follow up effort?

*Board Comments/Suggestions/Follow up Items:*





DATE: February 18, 2005  
TO: STA TAC  
FROM: Daryl K. Halls, Executive Director  
RE: Legislative Update – February 2005

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its Legislative Priorities and Platform for 2005 to provide policy guidance on transportation legislation and the STA's legislative activities.

**Discussion:**

On February 9, 2005, the STA Board unanimously adopted positions of support for the following two state legislative bills:

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

A copy of the most recent STA Legislative Matrix will be provided at the meeting.

**Recommendation:**

Informational.

**Attachments:**

- A. State Legislative Report – Shaw & Yoder
- B. Federal Legislative Report – The Ferguson Group



SHAW/YODER, inc.  
LEGISLATIVE ADVOCACY

February 1, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: BUDGET AND LEGISLATIVE UPDATE

*Budget*

We reported to you last month on the major components of the Governor's proposed transportation expenditures for the 2005-06 budget year. However, those facts are worth repeating:

- **Suspend Proposition 42** - The Governor proposes suspending all of Proposition 42, estimated to be \$1.31 billion, leaving nothing for Traffic Congestion Relief Program projects, the State Transportation Improvement Program, local streets and roads or public transportation. He does offer to designate this suspension yet another loan from transportation funds, as opposed to a straight grab. It should be noted that this revenue would be in addition to other outstanding loans the state has taken the last several years, raising the overall total to more than \$3.4 billion. The Governor will introduce a repayment program and schedule (estimated to be over 15 years beginning in 2006-07), but is not specific on where those repayment funds would come from.

In addition to the repayment offering, the Governor will propose a Constitutional Amendment to prevent further taking of Proposition 42 funds out of transportation effective starting in 2007-08. Language of that initiative is not revealed in the budget document, but it is good news that the Governor is publicly supporting the constitutional preservation of transportation funds beyond the budget year.

- **Spillover Funds** - The Governor estimates that the Public Transportation Account is supposed to receive a bump of \$216 million in spillover funds in the budget year as a result of certain economic conditions in California. However, instead of allowing that revenue to flow to public transportation, he proposes to suspend that transfer and leave it in the General Fund.
- **High-Speed Rail Authority** - The Governor intends to increase the funding for the High Speed Rail Authority from the current \$1.8 million budget to \$3.9 million.

To highlight the Governor's long-term support for transportation, he has called upon the Business, Transportation and Housing Agency, and specifically the Department of Transportation to implement a concept and program called **GoCalifornia**.

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In the face of these disheartening proposals, a large coalition of transportation providers and interests have been meeting semi-regularly to elevate the profile of transportation in the upcoming budget negotiations and illustrate the point that transportation expenditures are not only critical to relieving congestion, but also important to the economy.

In December, this group held a press rally on the South steps of the State Capitol and received several prominently placed newspaper articles throughout the major media markets in California. This group continues to maintain contact, and will have another in-person meeting and strategy session on February 7, 2005, at the California Chamber of Commerce's conference room in Sacramento. We will be at that meeting, and report to you on the details and strategy developed by the broad coalition.

### *California Transportation Commission*

At its January meeting, the CTC approved the continued allocation of \$900 million for the 2004-05 budget year. This is good news as the CTC is not proposing any reduction of funding in the current year. However, the commissioners and staff were quick to point out that the economic condition of transportation accounts, especially considering the Governor's transportation funding proposals, will make for continued hardships in meeting all the requests for funding through the State Transportation Improvement Program, Traffic Congestion Relief Program and all other projects dependent on state revenues. For a fuller analysis by the CTC on the state of transportation in California, we commend to you the annual Commission report, recently released, that describes the current and projected future challenges facing transportation. That report (more than 150 pages) can be accessed via the Commission's website at [www.catc.ca.gov](http://www.catc.ca.gov).

### *Legislative Committee Assignments*

The Senate and Assembly have formally announced the committee assignments for 2005. In the Senate, President Pro Tempore Don Perata has consolidated the Senate Transportation Committee and the Senate Housing Committee into one large committee. Senator Tom Torlakson has been named Chair of that Committee, and Senator Mike Machado, part of the Solano Transportation Authority's legislative delegation, has been named as a member of that Committee. This is the first time in several years that the STA has had a Senator on the transportation committee. Senator Wes Chesbro, another member of the STA's delegation, is still Chair of the Senate Budget Committee.

The STA does not have a member of the Assembly Transportation Committee. However Assemblymember Lois Wolk has been named a member of the Assembly Budget Subcommittee Number 5, which oversees transportation finance, and will be at the forefront of reacting to the Governor's budget proposal, and instrumental in the development of a legislative alternative. We look forward to partnering with all of the STA's legislative delegation to maintain project delivery.

### *Legislation*

The Legislature's bill introduction deadline is February 18, 2005. To date there have been very few transportation proposals introduced. However, we expect this number to increase dramatically between now and the end of the month.

## *Bay Bridge*

While the Senate Transportation and Housing Committee has not yet held hearings to consider legislation thus far, they have had two hearings regarding the Bay Bridge. The Governor has formally announced his support for a skyway bridge, commonly referred to as a less complex structure than the one currently proposed, and hence cheaper to build and faster to deliver. However, numerous analyses, including some completed by Administration departments, appear to indicate that the original Single-Anchored Suspension (SAS) bridge design is actually a more practical choice given the amount of work and design that has been completed thus far.

The primary difference of opinion rests on whether the Bay Area will pay for the entire cost overruns on the Bay Bridge design and construction or whether the state should pay for some or all of it, given that the original estimates for the total costs of the bridge were prepared by Caltrans, a state entity.

The Legislature, and in particular Senate President Pro Tempore Don Perata, have continually expressed the opinion that the Bay Area should not be held financially responsible for the overruns associated with the bridge, while Administration officials, and many Southern California legislators, believe many of the overruns can be attributed to the type of bridge selected (SAS), which some Bay Area members expressed a preference for several years ago.

A potential compromise on the funding of the issue has been floated recently, and that centers on the issuance of a statewide bond that would cover the increased costs associated with the Bay Bridge, and also offer other transportation project funding opportunities. Should this occur, we will seek opportunities for inclusion of eligible STA projects.

It is worth noting that there is still no mention of diverting existing Bay Area resources to this project, and that includes any redirection of Regional Measure 2 funds. We will continue to monitor this item to ensure that the STA is not negatively impacted by whatever accord will eventually be crafted between the Governor and the Legislature.

### *Status of STA's February 7, 2005, Meet and Greet*

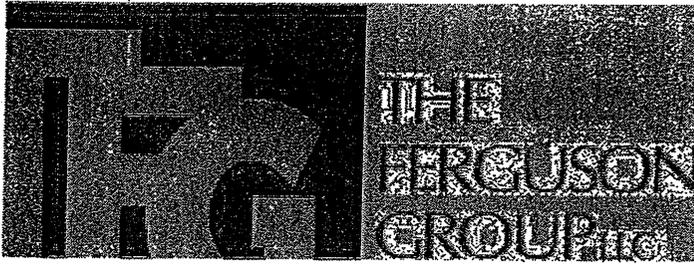
Shaw / Yoder, Inc. is coordinating the STA's meetings with its legislative delegation, scheduled for the afternoon of February 7, 2005. The tentative itinerary for those meetings follow:

Senator Wes Chesbro – TBD

Senator Mike Machado – 1:00 p.m. with staffer Anthony Bhe. Mr. Machado will stop by.

Assemblymember Noreen Evans – 2:15 p.m. with Ms. Evans.

Assemblymember Lois Wolk – 1:45 p.m. with COS Craig Reynolds. Ms. Wolk will stop by.



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February 1, 2005

Memorandum

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update – Transportation.

1. **Transportation Reauthorization Status.** A new transportation reauthorization bill (“T3”) will be introduced in the House in the coming weeks. The bill is likely to authorize transportation funding for the next five or six years. Last year’s main obstacle to passage – agreement on the overall funding level for transportation programs and projects – remains unresolved.

The House deadline for Member project requests is February 7. The Ferguson Group has worked with STA staff and congressional staff and all necessary paperwork has been submitted to Rep. Tauscher, Rep. Miller, and Rep. Thompson for consideration in advance of all deadlines. The Senate deadline is February 14.

2. **Fiscal Year 2006 Appropriations.** The House will also begin considering Fiscal Year 2006 appropriations bills this spring. The House has not set its deadline for transportation requests but the deadline is likely to be in early or mid-March. Our delegation deadlines – House and Senate – are likely to come in mid-February. The Ferguson Group is working with STA staff to finalize our FY 2006 appropriations requests.

3. **Congressional Delegation & Staff Changes.**

Rep. Dan Lungren replaced Rep. Doug Ose who retired from Congress in 2004. Rep. Lungren’s transportation staffer is Rachel Wanner. In addition, there are several new key staff members covering transportation matters for our congressional delegation, including:

- Colton Campbell, replacing Mandy Kenney in Rep. Thompson’s office;
- Paul Kidwell, replacing John Fisher in Rep. Tauscher’s office; and
- Justin Hamilton, replacing Amelia Jenkins in Rep. Miller’s office.

4. **DC Lobbying Trip.** STA staff is working with The Ferguson Group to identify dates for our annual meetings with our delegation Members and congressional staff in Washington. We are currently considering the week of March 7 and the week of March 14.



DATE: February 11, 2005  
TO: STA TAC  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY2005-06

**Background:**

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

Solano County is the only county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Five out of eight jurisdictions currently use TDA funds for streets and roads (Dixon, Rio Vista, Suisun City, Vacaville and the County of Solano). 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 the transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Solano County Unmet Transit Needs hearing for the FY2005/06 TDA funding cycle in December 2004. MTC has compiled the comments received at the hearing and those received through other means through December 15, 2004. In late January, STA received MTC's list of comments. Due to a lack of a quorum, the January STA Consortium meeting was cancelled. Though not discussed, MTC's comments were transmitted to the Consortium members. The comments were also forwarded to STA TAC members and presented at the January TAC meeting and February Board meetings.

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

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

The draft responses will be returned to the Consortium, TAC, and STA Board for review and approval before submittal to MTC. The goal is to secure the STA's Board approval by May 2005 to complete the MTC process by the end of June and allow the FY2005-06 TDA claims to be promptly processed for streets and roads purposes.

**Recommendation:**

Informational.

Attachment:

A. Unmet Needs Issues and Follow-up Table

**Unmet Transit Needs FY05/06  
Issues and Assignments**

Issue	Transit Agency to Respond	TDA Usage	Draft responses
<p>1</p> <p><b>San Francisco-Vallejo Route 80 Bus Service and Connections to Other Lines:</b> a) Request for later and more frequent bus service between Vallejo and San Francisco. b) One commenter requested that Vallejo Transit Route 80 delay its last departure from El Cerrito Del Norte BART station to Vallejo by 10 minutes to allow transfers from Golden Gate Transit Route 42. Current schedules do not allow that connection. c) Once in Vallejo, the commenter would like to be able to travel, upon request, with Vallejo Transit Route 85 to Vacaville, which normally terminates in Fairfield.</p>	<p>Vallejo Transit</p>	<p>Transit only</p>	
<p>2</p> <p><b>Route 40 Service:</b> a) Request for more weekend bus service from Cordelia to the Fairfield mall, in part to reduce the approximately two hours it takes to travel by transit from Cordelia to Rolling Hills. b) The last bus departs the Pleasant Hill BART Station at 7:15 p.m. Later service in the evening is requested. c) A new bus stop at Gold Hill Road in Cordelia is requested.</p>	<p>Fairfield Suisun Transit</p>	<p>Transit only</p>	
<p>3</p> <p><b>Timely Transfers at Fairfield Mall:</b> Request for better coordination of Fairfield-Suisun Transit service transfers at the Fairfield Mall. Commenter reports missed connections, resulting in one-hour waits.</p>	<p>Fairfield Suisun Transit</p>	<p>Transit only</p>	

4	<p><b>Rio Vista Transit Service:</b> Expanded transit service is requested beyond the currently provided dial-a-ride services operated by the City of Rio Vista in order to address growing transit demand from continuing population growth in Rio Vista. Service is needed especially from Rio Vista along Highway 12 to serve Suisun City, the Suisun City train station, Fairfield, the Fairfield Mall, also including other attractions in this corridor. Furthermore, the increasing number of elderly residents will increase the demand for transit services, particularly with the construction of the "Active Adult Community".</p>	Rio Vista Transit	Transit and Streets & Roads	<p>* Rio Vista recently completed a local transit study. New services are being implemented in February 2005. New resources are being secured which will allow for an increase in service. Rio Vista will also be participating in a Highway 12 transit study that was begun at the beginning of 2005. This study will review existing services and demand along Hwy 12 from Napa County to Rio Vista and further east as well. It will analyze future demand and service needs.</p>
5	<p><b>Service to Solano Community College:</b> Request for enhanced service to the Solano Community College for residents of both Benicia and Vallejo at levels similar to those provided to Diablo Valley College in Contra Costa County.</p>	Benicia Transit & Vallejo Transit	Transit Only	
6	<p><b>Vacaville's Participation in the 511 Regional Transit Information System:</b> The objective of MTC's 511 Regional Transit Information System (RTIS) is to collect and consolidate service data from all transit providers in the region, linking all local service data into a single transit network that the public can use to easily travel across transit jurisdiction boundaries. The success of this system is based on accurate and up-to-date information from individual transit agencies. To maintain this critical information</p>	Vacaville City Coach	Transit and Streets & Roads	<p>Vacaville management has committed to work with MTC and devote the financial resources needed to advance this project within the coming months. A letter of commitment will be prepared and submitted in conjunction with the</p>

	<p>flow, MTC has agreements with over 20 Bay area transit providers to collect and maintain their transit data. Specifically in Solano County, MTC has completed initial data collection for all Solano County transit operators for RTIS development with the exception of the City of Vacaville. The City of Vacaville has yet to establish a commitment to participate with MTC in the RTIS. MTC staff initiated contact with Vacaville staff three years ago. A year ago both parties agreed in principle to a general plan for adding Vacaville's service data to the RTIS, but Vacaville's progress on implementing this plan appears to have stalled. As part of this agreement, the City would contract with a consultant to do the initial data collection and set up the RTIS in light of limited city staff resources. Also agreed upon was that once the system was in place, MTC would bear the on-going expense of updates to the service data whenever there are route or schedule changes. A draft MOU, outlining these points of agreement and describing mutual responsibilities, was sent to Vacaville in February of last year for review by Vacaville, but no comments or feedback were returned to MTC. MTC's most recent follow-up request for a response last April remains unanswered. This draft MOU will undergo additional revisions by MTC and Vacaville before finalizing an agreement. Based on experience with data collection for the Fairfield-Suisun Transit participation in RTIS during 2004, the realistic level of funding required for the consultant to assist Vacaville to collect data is now estimated at \$16,000-\$17,000. In conclusion, the next steps would be the execution of an MOU between the City of Vacaville and MTC; and the execution of a contract between the City of Vacaville and a contractor to complete the initial data collection phase of RTIS.</p>		<p>coordinated STA response to these Unmet Transit Needs Issues.</p>
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DATE: February 11, 2005  
TO: STA TAC  
FROM: Elizabeth Richards, SNCI Program Director  
RE: SolanoLinks Transit Consortium Draft 2005 Work Plan

**Background:**

Each year, the Consortium reviews and updates its annual Work Plan. In 2005, there are a number of key local and regional transit planning activities and projects that the Consortium should be involved with. These range from service and funding to planning and marketing.

**Discussion:**

STA staff has prepared a draft SolanoLinks Transit Consortium Work Plan for the Consortium's review and approval. Consortium members are being encouraged to review the attached draft Work Plan and offer additions, deletions, and modifications. It is being presented to the TAC for information.

The Consortium's Draft 2005 Work Plan and a 2004 Work Plan Progress Report are attached.

**Recommendation:**

Informational.

Attachment:

- A. 2005 SolanoLinks Transit Consortium Work Plan
- B. 2004 SolanoLinks Transit Consortium Work Plan Progress

**STA SolanoLinks Transit Consortium  
Draft 2005 Work Plan  
(January 2005)**

**Transit Service:**

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

**Transit Planning and Consolidation**

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

**Funding**

- Monitor and provide input into legislation to ensure adequate levels of transit funding.
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix funding for Solano County
- Complete TDA Unmet Transit Needs process for FY 05/06.
- Prepare multi-year STAF funding plan
- Prepare multi-year funding plans for Intercity Transit Service, including Rt. 30 and Solano Paratransit.
- Develop funding partnerships for SolanoWORKS transportation study priorities.

**Marketing of Transit Services and Programs**

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

## STA SolanoLinks Transit Consortium 2004 Work Plan Progress

### Transit Service:

- **Monitor and market Rt. 30 to achieve 20% farebox recovery rate:** Rt. 30 has been monitored throughout 2004. Using costs assumptions within the existing multi-year funding scenario and in the monthly reports, by Fall 2004 Rt. 30 had achieved a 20% farebox recovery rate.
- **Implement new transit service to Benicia Industrial Park from mid-Solano County:** Not implemented.
- **Monitor Solano Paratransit service.** Solano Paratransit has been monitored throughout 2004.
- **Implement SolanoWORKs Transit Study priorities:** The SolanoWORKs transportation advisory committee met several times in 2004. Three Low Income Flexible Transportation (LIFT) grant funding proposals were prepared and submitted to the Metropolitan Transportation Commission (MTC). MTC did not select any of the projects for regional funding.
- **Implement TranStar countywide:** Vallejo and Benicia Transit are on-line. Fairfield-Suisun Transit is working with MTC to implement. Vacaville City Coach and MTC have come to an impasse on this project.

### Transit Planning and Consolidation

- **Complete countywide Senior and Disabled Transit Study:** Completed
- **Input into SB916 Transit Connectivity Study:** Actively participating and letter written from STA Board supporting the addition of Fairfield Transportation Center as a key regional hub.
- **Complete Community Based Transportation Planning studies in Dixon and Cordelia; initiate study in Vallejo:** Dixon study was completed. Two LIFT grant proposals were prepared and submitted to MTC. MTC selected one project for LIFT funding. Additional local funding is in the process of being secured to implement the other project in early 2005. Dixon community transportation stakeholders group established for long-term priority project implementation.
- **Complete Rio Vista, Fairfield, and Vallejo local transit studies:** Rio Vista Transit study completed and scheduled to Rio Vista City Council approval in January 2005.

- **Complete Comprehensive Transportation Plan (CTP) follow up studies:** All studies completed except the Transit Consolidation Study which is scheduled for initiation in early 2005.
  - **Transit Corridor Study follow-up**
  - **Oakland-Sacramento Commuter Rail Study, Phase II**
  - **Funding for Transit (Linked to sales tax)**
  - **Transit Consolidation Study**
- **Complete Countywide Express Bus Service and Funding Plan (I-80/I-860/I-780 corridors):** Work begun, schedule for completion in early 2005.
- **Initiate Highway 12 Transit study:** Consultant selection completed and study to kick-off January 2005.
- **Monitor countywide Advance Vehicle Locator (AVL) system:** Status reports provided by lead agency, Fairfield-Suisun Transit

### **Funding**

- **Monitor and provide input into the RTP process to ensure adequate levels of transit funding:** The RTP was monitored and input was provided.
- **Monitor and provide input into legislation to ensure adequate levels of transit funding:** Legislation was monitored and input provided.
- **Update annual TDA matrix:** The TDA matrix
- **Prepare multi-year STAF funding plan:** Completed
- **Prepare multi-year funding scenarios.** Not completed. To be completed in early 2005

### **Marketing of Transit Services and Programs**

- **Update, reprint, distribute SolanoLinks Brochures.** Updated and 15,000 printed in early 2004; distributed 5900, 2000 in FY04/05.
- **Update, reprint, distribute SolanoLinks Wall Maps:** Updated and 200 printed in early 2004. 97 distributed to date.
- **Coordinate and participate in countywide and regional transit marketing activities.** Attended Bay Area Regional Transit Marketing Committee and Sacramento Transportation Demand Management Working Group. Promoted transit through countywide events, displays, and calls. Back-up Vallejo Baylink telephones and regular supply Suisun City Amtrak station on Capitol Corridor's behalf.
- **Review SNCI transit marketing in communities:** Monthly SNCI status reports provided to Consortium



DATE: February 15, 2005  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Status Report for Countywide TLC Planning Grant Applications

**Background:**

The Solano Countywide Transportation for Livable Communities (TLC) Program is a component of the Metropolitan Transportation Commission's (MTC) TLC and Transportation Land Use Solution (T-PLUS) programs which allows for the nine Bay Area Congestion Management Agencies (CMAs) to provide technical, planning and TLC capital funds for countywide priority planning and capital projects. In anticipation of this program, the STA developed a Countywide TLC Plan and program guidelines in Fall 2004. Projects identified in the Plan are eligible for Solano Countywide TLC planning and capital funds.

The STA Board issued a call for projects for Countywide TLC planning grant applications on December 8, 2005. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

**Discussion:**

STA staff received a total of five TLC planning grant applications for a total requested amount of \$215,000. Attached is summary of the applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun, and Vacaville. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours. Staff is currently reviewing the applications and is anticipating City Council resolutions from all sponsors to complete their application.

The Countywide TLC Planning grant budget currently includes approximately \$50,000 (\$25,000 each for FY2003-04 and FY2004-05), plus \$25,000 anticipated from the FY2005-06 budget. Staff is working to determine options to include additional funds for this first call for Countywide TLC Planning Grants and may recommend allocating \$50,000 initially at the March TAC meeting and having a second recommendation in June or July 2005 if additional funds are available in the FY 2005-06 STA budget.

By June 2005, staff will be further along in the FY 2005-06 STA budget process and will be able to determine how much additional federal funds may become available for the Countywide TLC Planning Grants through the T-PLUS program and other fund sources.

**Recommendation:**

Informational.

Attachment

A. Summary for Countywide TLC Planning Grant Request

Summary for Countywide TLC Planning Grant Requests  
February 14, 2005

Project Title	Project Description	Project Sponsor	Total Planning Project Cost	Local Match	Local Match Source	TLC Planning Grant Request	City Resolution Submitted to the STA	Recommendation
Vacaville Creekwalk Extension/Eastern Downtown Vision	Project will provide pedestrian, bicycle, and vehicle connections between recreation, retail, restaurant, office and residential uses in the historic eastern section of Downtown Vacaville.	City of Vacaville	\$ 33,200	\$8,200	Community Redevelopment Area Tax Incremental Funds, plus 40-60 hours in-kind staff services (staff hours is currently being quantified in \$ amount)	\$25,000	Yes	
Rio Vista Waterfront Plan	Specific Plan for redevelopment of the downtown waterfront district. The plan will address public access and development potential of the downtown waterfront, provide for specific land use, zoning and development standards or a financing program for implementing the plan.	City of Rio Vista	\$ 125,000	\$75,000	Redevelopment Funds	\$50,000	Yes	
Allan Witt Park Transportation Linkage Design Project	Plan development to improve pedestrian, bicycle and transit linkages, as well as forge strategic links between transit nodes and activity hubs in a vital city gateway area. The plan will provide a clear design for West Texas St., Woolner Ave. and Beck Ave. that will reduce traffic congestion; encourage pedestrian and bicycle use; and will improve walkability, pedestrian safety, and transit access from Allan Witt Community Park to area retail stores, nearby schools, FTC, and Downtown.	City of Fairfield	\$ 60,000	\$10,000	In-Kind Staff Hours	\$50,000	Yes	
Transit Center Pedestrian Access	Pedestrian/bicycle path connection to a largely residential area of Suisun City and the Downtown area.	City of Suisun	\$ 100,000	\$40,000	Redevelopment Agency	\$60,000	Expiring	
Benicia Intermodal Transportation Station Final Location Study Project	Determine a location for the Benicia Capitol Corridor Train station/Intermodal Transportation Station site in addition to a preferred location previously identified.	City of Benicia	\$ 50,000	\$10,000	In-Kind Staff Hours City General Fund	\$40,000	Yes	
Total Planning Grant Request:						\$215,000		\$50,000 (Budget currently identified)



DATE: February 11, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Status of STP/CMAQ Projects in Solano County

**Background:**

Projects funded with Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are subject to the new project delivery guidelines and deadlines established by Caltrans and the Metropolitan Transportation Commission (MTC). Solano County projects receiving STP and CMAQ funds in FY 2004-05 are shown in Attachment A.

**Discussion:**

The projects programmed with Eastern Solano CMAQ funds were amended into the Transportation Improvement Program (TIP) through Amendment 05-02. Additionally, local streets and roads projects funded with STP funds that were advanced to FY 2004-05 were also recently amended into the TIP (Amendment 05-04). Projects programmed in FY 2004-05 with STP and CMAQ federal funds must have the request for obligation to Caltrans by April 1, 2005. Project Field Reviews should be requested from Caltrans' District 4 Local Assistance immediately if not already requested.

**Recommendation:**

Informational.

**Attachment**

- A. MTC list of STP and CMAQ Projects for FY 2004-05 (as of January 31, 2005)

METROPOLITAN TRANSPORTATION COMMISSION  
 FFY 2004-05 Obligation Plan Status  
 STP / CMAQ Funds  
 January 31, 2005

#	County	Agency	Fund Source	Federal Project ID	TIP ID	Project Title	STP Program Amount	CMAQ Program Amount	Fund	Prog Code	STP Obligation Amount	CMAQ Obligation Amount	Obligation Remaining Balance
1	Alameda	AC Transit	CMAQ-T3-1-AQ	ALA010063	ALA010063	Acquire 418 Bus Catalyst Devices	\$68,000	\$68,000	CMAQ				\$68,000
2	Alameda	City of San Leandro	STP-T3-2-SF-LSR	ALA050026	ALA050026	Washington Ave Rehabilitation (PS&E)	\$30,000		STP				\$30,000
3	Alameda	County of Alameda	STP-T3-2-SF-LSR	ALA050021	ALA050021	East Avenue Rehabilitation (PS&E)	\$27,000		STP				\$27,000
4	Alameda	County of Alameda	STP-T3-2-BF	ALA010046	ALA010046	Vasco Road Safety Imps. - Phase 1	\$3,900,000		STP				\$3,900,000
5	Alameda	LAVTA	CMAQ-T3-1-AQ	ALA030015	ALA030015	Acquire 25 Bus Catalyst Devices	\$203,000	\$203,000	CMAQ				\$203,000
6	Alameda	LAVTA	CMAQ-T3-1-AQ	ALA030017	ALA030017	Express Bus - Route 70 and Subscription Routes - FY 04-05	\$89,000	\$89,000	CMAQ				\$89,000
7	Contra Costa	AC Transit	CMAQ-T3-1-AQ	CC-030020	CC-030020	Express Bus - I-80 Richmond Transbay Route - FY 04-05		FUNDS SWAPED	CMAQ		DO NOT TRANSFER - FUNDS SWAPED OUT		
8	Contra Costa	CCCTA	CMAQ-T3-1-AQ	CC-030016	CC-030016	Acquire 103 Bus Catalyst Devices	\$114,000	\$114,000	CMAQ				\$114,000
9	Contra Costa	City of Clayton	STP-T3-2-SF-LSR	CC-050016	CC-050016	Marsh Creek Road Rehabilitation (CON)	\$284,000	\$284,000	STP				\$284,000
10	Contra Costa	City of Danville	STP-T3-2-SF-LSR	CC-050021	CC-050021	Diablo Road Rehabilitation (PSE)	\$13,000	\$13,000	STP				\$13,000
11	Contra Costa	City of Danville	STP-T3-2-SF-LSR	CC-050021	CC-050021	Diablo Road Rehabilitation (CON)	\$520,000	\$520,000	STP				\$520,000
12	Contra Costa	City of Martinez	STP-T3-2-SF-LSR	CC-050018	CC-050018	Alhambra Avenue Rehabilitation (PE)	\$66,000	\$66,000	STP				\$66,000
13	Contra Costa	City of Oakley	STP-FY00RAB	STPL-5477(001)	CC-010012	O'Hara Avenue Overlay	\$217,000	\$217,000	STP		PENDING		\$217,000
14	Contra Costa	City of Oakley	STP-FY00RE	STPL-5477(001)	CC-991053	East Cypress Road Overlay	\$214,000	\$214,000	STP		PENDING		\$214,000
15	Contra Costa	City of Richmond	STP-T3-2-SF-LSR	CC-050015	CC-050015	Carlson Boulevard Rehabilitation (CON)	\$309,000	\$309,000	STP				\$309,000
16	Contra Costa	City of Richmond	STP-GF01TLC	STPL-5137(028)	CC-010019	TLC - Richmond Greenway and Bikeway	\$1,900,000	\$1,900,000	STP	H230	\$1,900,000		
17	Contra Costa	Richmond/BART	STP-FY01 HIP	STPL-5137(032)	CC-010021	HIP - Richmond Transit Village TransilPep Imp. (ENV)	\$145,000	\$145,000	STP	H230	\$145,000		
18	Contra Costa	Richmond/BART	STP-FY01 HIP	STPL-5137(032)	CC-010021	HIP - Richmond Transit Village TransilPep Imp. (CON)	\$720,500	\$720,500	STP	H230	\$720,500		
19	Contra Costa	TriDelta	CMAQ-T3-1-AQ	CC-030022	CC-030022	Express Bus - Route 300 - FY 04-05		FUNDS SWAPED	CMAQ		DO NOT TRANSFER - FUNDS SWAPED OUT		
20	Contra Costa	TriDelta	CMAQ-T3-1-AQ	CC-030017	CC-030017	Acquire 54 Bus Catalyst Devices	\$438,000	\$438,000	CMAQ				\$438,000
21	Contra Costa	WestCat	CMAQ-T3-1-AQ	CC-030023	CC-030023	Express Bus - Hwy 4 del Norte BART to Martinez - FY 04-05		FUNDS SWAPED	CMAQ		DO NOT TRANSFER - FUNDS SWAPED OUT		
22	Marin	GGBH/D	CMAQ-T3-1-AQ	MRN010032	MRN010032	Acquire 82 Bus Catalyst Devices	\$114,000	\$114,000	CMAQ				\$114,000
23	Marin	Golden Gate Transit	CMAQ-T3-1-AQ	MRN030008	MRN030008	Express Bus - Route 101 Corridor - FY 04-05		FUNDS SWAPED	CMAQ		DO NOT TRANSFER - FUNDS SWAPED OUT		
24	Napa	County of Napa	STP-T3-2-SF-LSR	NAP050005	NAP050005	Yountville Cross Road Rehabilitation (CON)	\$330,000	\$330,000	STP				\$330,000
25	Napa	County of Napa	STP-T3-2-SF-LSR	NAP050006	NAP050006	Silverado Trail Rehabilitation (CON)	\$424,000	\$424,000	STP				\$424,000
26	Region-Wide	BAAQMD	CMAQ-T3-1-AQ	MTC050016	MTC050016	AQ Strategy - Garbage Truck Repower / Catalytic Devices	\$2,000,000	\$2,000,000	CMAQ				\$2,000,000
27	Region-Wide	BAAQMD	CMAQ-T3-1-AQ	MTC050017	MTC050017	AQ Strategy - Hydrogen Fuel Cell Station	\$25,000	\$25,000	CMAQ				\$25,000
28	Region-Wide	BAAQMD	CMAQ-T3-1-AQ	MTC050018	MTC050018	AQ Strategy - Spare The Air - Free Regional Transit	\$2,861,000	\$2,861,000	CMAQ				\$2,861,000
29	Region-Wide	BAAQMD	CMAQ-T3-1-AQ	MTC050019	MTC050019	AQ Strategy - Auto Catalytic Device Replacement - FFY 04-05	\$2,250,000	\$2,250,000	CMAQ				\$2,250,000
30	Region-Wide	BAAQMD	CMAQ-T3-1-AQ	CML-6297(003)	MTC990015	Spare the Air - FY 04-05	\$1,000,000	\$1,000,000	CMAQ	H400	\$1,000,000		
31	Region-Wide	BART	STP-T3-2-BF	BRT050001	BRT050001	Platform Edge Tile Replacement Program	\$2,000,000	\$2,000,000	STP				\$2,000,000
32	Region-Wide	MTC	CMAQ-T3-1-RO	CML-8084(095)	MTC990002A	TransLink@FY 04-05 (CMAQ portion)	\$19,800,000	\$19,800,000	CMAQ	H400	\$19,800,000		
33	Region-Wide	MTC	STP-T3-2-RO	MTC990014	MTC990014	Regional Transit Information System (RTIS)	\$2,000,000	\$2,000,000	CMAQ				\$2,000,000
34	San Francisco	MUNI	CMAQ-T3-1-AQ	SF-030008	SF-030008	Acquire 45 Motor Coach Clean Air Device Retrofit			CMAQ				\$385,000
35	San Mateo	City of East Palo Alto	STP-T3-2-SF-LSR	SM-050019	SM-050019	Bay Road Rehabilitation (CON)	\$122,000	\$122,000	STP				\$122,000
36	San Mateo	City of Woodside	STP-T3-2-SF-LSR	SM-050013	SM-050013	Tripp Road Rehabilitation (CON)	\$64,000	\$64,000	STP				\$64,000
37	San Mateo	County of San Mateo	STP-T3-2-BF	SM-050024	SM-050024	Pescadero Creek Road Resurficing	\$310,000	\$310,000	STP				\$310,000
38	San Mateo	SanTrans	CMAQ-T3-1-AQ	SM-030018	SM-030018	Acquire 265 Bus Catalyst Devices	\$454,000	\$454,000	CMAQ				\$454,000
39	San Mateo	SanTrans	CMAQ-T3-1-AQ	FTACML-617(019)	SM-030019	Express Bus - El Camino Real Corridor - FY 04-05	\$306,000	\$306,000	CMAQ	H400	\$306,000		
40	Santa Clara	City of Sunnyvale	STP-FY99CC	STPL-5213(022)	SCL010028	Sunnyvale North-South Bikeways	\$22,028	\$22,028	STP	Q230	\$22,028		

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FFY 2004-05 Obligation Plan Status**  
**STP / CMAQ Funds**  
**January 31, 2005**

#	County	Agency	Fund Source	Federal Project ID	TIP ID	Project Title	STP Program Amount	CMAQ Program Amount	Fund	Prog Code	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
41	Santa Clara	County of Santa Clara	STP-T3-2-SF-LSR	SCL0500026	SCL0500026	Santa Clara Co. - Pape Mill Road Rehabilitation (CON)	\$100,000	\$802,000	STP					\$100,000
42	Santa Clara	VTA	CMAQ-T3-1-AQ	SCL0300021	SCL0300021	Acquire 99 Bus Catalyst Devices		\$1,057,000	CMAQ					\$802,000
43	Santa Clara	VTA	CMAQ-T3-1-AQ	SCL0300021	SCL0300021	AQ Strategy - 129 Bus Catalyst Devices		\$875,000	CMAQ					\$1,057,000
44	Solano	City of Dixon	CMAQ-T3-2-SOL	SOL0500001	SOL0500001	Dixon Intermodal Facility			CMAQ					\$875,000
45	Solano	City of Dixon	STP-T3-2-SF-LSR	SOL0500021	SOL0500021	North Almond Street Rehabilitation (CON)	\$75,000		STP					\$75,000
46	Solano	City of Fairfield	CMAQ-T3-1-AQ	SOL0500018	SOL0500018	Acquire 24 Bus Catalyst Devices - FY 04-05		\$195,000	CMAQ					\$195,000
47	Solano	City of Rio Vista	CMAQ-T3-2-SOL	STPLER-5099(005)	SOL0500091	Rio Vista Main St. Improvements (CMAQ portion)		\$100,000	CMAQ					\$100,000
48	Solano	City of Rio Vista	STP-T3-2-SF-LSR	SOL0500016	SOL0500016	2nd Street and Gardiner Way Rehabilitation (CON)	\$75,000		STP					\$75,000
49	Solano	City of Rio Vista	STP-FY00RAB	STPLER-5099(005)	SOL0500091	Rio Vista Main St. Improvements (STP Portion)	\$37,500		STP					\$37,500
50	Solano	City of Suisun City	STP-T3-2-SF-LSR	SOL0500018	SOL0500018	Emperor Drive Rehabilitation (CON)	\$75,000		STP					\$75,000
51	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500025	SOL0500025	Ulatis Creek Bike Path (PSE)		\$50,000	CMAQ					\$50,000
52	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500025	SOL0500025	Ulatis Creek Bike Path (ENV)		\$100,000	CMAQ					\$100,000
53	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500026	SOL0500026	Ulatis Creek Bike Path (CON)		\$250,000	CMAQ					\$250,000
54	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500026	SOL0500026	Southside Bikeway (PSE)		\$150,000	CMAQ					\$150,000
55	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500026	SOL0500026	Southside Bikeway (ENV)		\$150,000	CMAQ					\$150,000
56	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500027	SOL0500027	Centennial Park Bike Path (PSE)		\$150,000	CMAQ					\$150,000
57	Solano	City of Vacaville	CMAQ-T3-2-SOL	SOL0500027	SOL0500027	Centennial Park Bike Path (ENV)		\$150,000	CMAQ					\$150,000
58	Solano	City of Vacaville	STP-T3-2-SF-LSR	SOL0500019	SOL0500019	Alamo Drive Rehabilitation (CON)	\$246,000		STP					\$246,000
59	Solano	City of Vallejo	CMAQ-T3-1-AQ	SOL0100033	SOL0100033	Acquire 27 Bus Catalyst Devices - FY 04-05		\$219,000	CMAQ					\$219,000
60	Solano	City of Vallejo	CMAQ-T3-1-AQ	SOL0300017	SOL0300017	Express Bus - Vallejo Bay Link /BART Express Rte 70 - FY 04-05		FUNDS SWAPED	CMAQ					
61	Solano	City of Vallejo	STP-T3-2-SF-LSR	SOL0500020	SOL0500020	Admiral Callaghan Lane & Humboldt Street Rehab (CON)	\$313,000		STP					\$313,000
62	Solano	County of Solano	CMAQ-T3-2-SOL	SOL0500024	SOL0500024	Vacaville-Dixon Bicycle Route		\$200,000	CMAQ					\$200,000
63	Solano	County of Solano	STP-T3-2-SF-LSR	SOL0500017	SOL0500017	Fry Road & Lake Herman Road Rehab. (CON)	\$602,000		STP					\$602,000
64	Solano	Fairfield/Suisun Transit	CMAQ-T3-1-AQ	SOL0300016	SOL0300016	Express Bus - Vacaville to Walnut Creek BART - FY 04-05		FUNDS SWAPED	CMAQ					\$602,000
65	Sonoma	Santa Rosa Bus	CMAQ-T3-1-AQ	SON0300008	SON0300008	Acquire 22 Bus Catalyst Devices		\$179,000	CMAQ					\$179,000

\$49,855,026    \$13,141,026    \$36,714,000    \$2,787,526    \$21,105,000    \$23,893,526    \$25,981,500

METROPOLITAN TRANSPORTATION COMMISSION  
 FFY 2004-05 Obligation Plan Status  
 STP / CMAQ Funds  
 January 31, 2005

#	County	Agency	Fund Source	Federal Project ID	TIP ID	Project Title	STP Program Amount	CMAQ Program Amount	Fund	Prog Code	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
1	Alameda	AC Transit	STP-T3-2-BF	FTACML-6002(012)	ALA990020	AC Transit - Engine Transmission Rehabilitation - FY 05-06	\$628,000	\$628,000	STP		\$628,000		8/23/2004	
2	Alameda	AC Transit	STP-T3-2-BF	FTACML-6002(012)	ALA030001	AC Transit - Bus Component Rehabilitation - FY 05-06	\$4,000,000	\$4,000,000	STP		\$4,000,000		8/23/2004	
3	Alameda	MTC/Alameda Co CMA	STP-T3-1-PL	STPL-6084(101)	ALA979001	CMA Planning - Alameda CMA - FY 04-05	\$604,000	\$604,000	STP		\$604,000		8/12/2004	
4	Contra Costa	COCTA	CMAQ-T3-1-AQ	FTACML-6156(008)	CC-030021	Express Bus - I-680 Martinez to Walnut Creek - FY 04-05		\$209,000	CMAQ			\$209,000	8/23/2004	
5	Contra Costa	COCTA	CMAQ-T3-1-AQ	FTACML-6156(008)	CC-030016	Acquire 89 Bus Catalyst Devices - FY 04-05		\$721,000	CMAQ			\$721,000	8/23/2004	
6	Contra Costa	MTC/Contra Costa TA	STP-T3-1-PL	STPL-6084(101)	CC-979042	CMA Planning - Contra Costa TA - FY 04-05	\$448,000	\$448,000	STP		\$448,000		8/23/2004	
7	Contra Costa	WestCat	CMAQ-T3-1-RO	FTACML-6226(004)	CC-030018	Acquire 30 Bus Catalyst Devices - FY 04-05		\$245,000	CMAQ			\$245,000	8/12/2004	
8	Marin	MTC/Marin CMA	STP-T3-1-PL	STPL-6084(101)	MRN870034	CMA Planning - Marin CMA - FY 04-05	\$390,000	\$390,000	STP		\$390,000		8/12/2004	
9	Napa	MTC/Napa TPA	STP-T3-1-PL	STPL-6084(101)	NAP970004	CMA Planning - Napa TPA - FY 04-05	\$390,000	\$390,000	STP		\$390,000		8/12/2004	
10	Region-Wide	BART	CMAQ-T3-1-RO	FTACML-6000(022)	BRT030006	TransLink@FY 03-04 - BART FY 04-05	\$4,515,000	\$4,515,000	CMAQ		\$4,515,000		8/12/2004	
11	Region-Wide	MTC	CMAQ-T3-1-RO	ACCML-6084(082)	MTC030003	Freeway Operations / TOS - FY 04-05	\$3,600,000	\$3,600,000	CMAQ		\$3,600,000		8/12/2004	
12	Region-Wide	MTC	STP-T3-1-RO	CML-6084(088)	MTC990003	Regional Rideshare - FY 04-05	\$2,800,000	\$2,800,000	CMAQ		\$2,800,000		8/12/2004	
13	Region-Wide	MTC	CMAQ-T3-1-RO	CML-6084(089)	MTC990013	Regional Transit Marketing - FY 04-05	\$600,000	\$600,000	CMAQ		\$600,000		8/12/2004	
14	Region-Wide	MTC	STP-T3-1-RO	STPL-6084(090)	MTC990014	Regional Transit Information System (RTIS) - FY 04-05	\$800,000	\$800,000	STP		\$800,000		8/12/2004	
15	Region-Wide	MTC	STP-T3-1-RO	STPL-6084(091)	MTC990006	511 - TravInfo@ - FY 04-05	\$5,300,000	\$5,300,000	STP		\$5,300,000		8/10/2004	
16	Region-Wide	MTC	STP-T3-1-RO	CML-6084(095)	MTC990002	TransLink@ (STP portion) - FY 04-05	\$4,000,000	\$4,000,000	STP		\$4,000,000		8/11/2004	
17	Region-Wide	MTC	CMAQ-T3-1-RO	STPCML-6084(097)	MTC990018	TETAP - Arterial Timing - (CMAQ Portion) FY 04-05	\$1,200,000	\$1,200,000	CMAQ		\$1,200,000		8/11/2004	
18	Region-Wide	MTC	STP-T3-1-RO	STPCML-6084(097)	MTC990018	Traffic Eng. Tech. Assst Prog (TETAP) - (STP portion) - FY 04-05	\$250,000	\$250,000	STP		\$250,000		8/11/2004	
19	Region-Wide	MTC	STP-T3-1-RO	STPL-6084(098)	MTC990017	Pavement Mgmt Tech Assist Prog (PTAP) - FY 04-05	\$700,000	\$700,000	STP		\$700,000		8/11/2004	
20	Region-Wide	MTC	STP-T3-1-PL	STPL-6084(099)	MTC030005	TLC/HIP Planning Grants - FY 04-05	\$442,000	\$442,000	STP		\$442,000		8/11/2004	
21	Region-Wide	MTC	STP-T3-1-RO	STPL-6084(100)	MTC991001	Performance Monitoring - FY 04-05	\$400,000	\$400,000	STP		\$400,000		8/11/2004	
22	San Francisco	BART	STP-T3-2-BF	FTACML-6000(022)	BRT991003	BART - Downtown Stations Seismic Analysis (ENV Only) - FY 05-06	\$394,000	\$394,000	STP		\$394,000		8/23/2004	
23	San Francisco	MTC/San Francisco TA	STP-T3-1-PL	STPL-6084(101)	SF-990015	CMA Planning - San Francisco CTA - FY 04-05	\$9,200,000	\$9,200,000	STP		\$9,200,000		8/13/2004	
24	San Francisco	SF Muni	STP-T3-2-BF	FTACML-6016(015)	SF-010024	SF Muni - 1401 Bryant Seismic Retrofit Rehab / Replace - FY 05-06		\$390,000	STP		\$390,000		8/13/2004	
25	San Mateo	MTC/San Mateo TA	STP-T3-1-PL	STPL-6084(101)	SM-979003	CMA Planning - San Mateo TA - FY 04-05	\$390,000	\$390,000	STP		\$390,000		8/12/2004	
26	Santa Clara	MTC/Santa Clara VTA	STP-T3-1-PL	STPL-6084(101)	SCL978008	CMA Planning - Santa Clara VTA - FY 04-05	\$679,000	\$679,000	STP		\$679,000		8/12/2004	
27	Solano	MTC/Solano TA	STP-T3-1-PL	STPL-6084(101)	SOL970033	CMA Planning - Solano TA - FY 04-05	\$390,000	\$390,000	STP		\$390,000		8/12/2004	
28	Solano	Solano Co TA	CMAQ-T3-2-SOL	CML-6249(015)	SOL991066	Eastern Solano Spore the Air - FY 05-06	\$150,000	\$150,000	CMAQ		\$150,000		7/12/2004	
29	Solano	Solano TA	STP-T3-2-BF	HP21L-6249(009)	SOL990004	Jepson Parkway - Leisure Town Road Interchange - FY 05-06	\$4,650,000	\$4,650,000	STP		\$4,650,000		5/24/2004	
30	Solano	Vacaville	CMAQ-T3-2-SOL	CML-5094(029)	SOL991063	Electric Vehicle Program Expansion - FY 05-06	\$50,000	\$50,000	CMAQ		\$50,000		7/15/2004	
31	Solano	Vacaville	CMAQ-T3-2-SOL	CML-5094(032)	SOL991064	Purchase of Compressed Natural Gas (CNG) Vehicles - FY 05-06	\$25,000	\$25,000	CMAQ		\$25,000		7/15/2004	
32	Sonoma	MTC/Sonoma Co TA	STP-T3-1-PL	STPL-6084(101)	SON970081	CMA Planning - Sonoma CTA - FY 04-05	\$390,000	\$390,000	STP		\$390,000		8/12/2004	
							\$48,999,000	\$34,887,000			\$34,887,000	\$14,112,000		



DATE: February 11, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: STIP Project Delivery for Projects Programmed in FY 2005-06

**Background**

The California Transportation Commission (CTC) has made no State Transportation Improvement Program (STIP) allocations to new projects since Spring 2003 due to the State budget problems and the diversion of transportation funds to the General Fund. Even though allocations have been suspended, the requirements of Senate Bill 45 (SB 45) are still enforced for STIP projects.

SB 45 made major changes in the State's transportation programming process by enacting provisions regarding the timely use of funds for projects adopted into the STIP. The major areas impacted by SB 45 timely use of funds provisions are as follows:

- Fund Allocation – project components must be allocated in the year in which they are programmed.
- Expenditure – project expenditures must occur by the end of the 2<sup>nd</sup> fiscal year following allocation.
- Award – construction contracts must be awarded within 12 months of the construction allocation.
- Completion – full project completion must occur within three years of the construction award date.

**Discussion**

Solano County agencies had no projects programmed in the STIP for FY 2004-05. However, several projects are programmed in FY 2005-06 and must meet the requirements of SB 45 for fund allocation. Sponsoring agencies must submit their requests for allocations to Caltrans District 4 at least eight weeks prior to the CTC meeting date, regardless of whether the request may be approved. Alternately, the sponsoring agency may request a one-time time extension for up to 20 months (with justification).

Attachment A identifies the projects programmed for FY 2005-06 for Solano County agencies. Even though STIP allocations are unlikely in FY 2005-06 due to the continuing diversion of transportation funds to the General Fund, sponsoring agencies must still submit requests for allocation. If an allocation request (or extension request) is not submitted for a programmed project in the FY programmed, the project is deleted from the STIP and the funds are returned to the County in the next county share period.

Although the CTC has not established a specific policy on how allocation requests will be prioritized, projects seeking allocation will normally be placed in a “Pending” status awaiting the availability of STIP funds.

**Recommendation**

Informational.

Attachment

- A. 2004 STIP for Solano County, as Amended (approved by STA Board on February 9, 2005)





DATE: February 11, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Local Streets and Roads Update

**Background:**

The Local Streets and Roads (LS&R) Committee of the Partnership Board is comprised of Public Works and Congestion Management Agency (CMA) personnel from throughout the Bay Area. This committee is tasked with providing recommendations to the Partnership Board regarding the streets and roads in the Bay Area and potential policies for addressing the needs of agencies to adequately maintain local streets and roads.

Over the past year, the LS&R Committee has been working with staff from the Metropolitan Transportation Commission (MTC) on two major tasks:

- Evaluation of the Metropolitan Transportation System (MTS)
- Equitable distribution of Federal funding for local streets and roads

**Discussion:**

**EVALUATION OF THE MTS**

Based upon a thorough evaluation of the Metropolitan Transportation System, including the reasons for the formation of the MTS and its application, the Committee determined that the MTS was a subjective system (except for Interstate highways and state routes) whose criteria were inconsistently applied across counties and even at MTC. As such, the Committee concluded the MTS should not be used as a basis for funding decisions or for determining which of the region's roadways are eligible for Federal funds.

The LS&R Committee developed a proposal to replace the MTS with the Federal Functional Classification System (FFCS), a system used by the Federal Highway Administration (FHWA) and Caltrans to classify roadways based upon an objective set of criteria. The Federal Government requires roadways to be on the FFCS to be eligible to use federal funding. The FFCS is defined as the system of roadways inclusive of all streets and roads classified as urban collectors and above or rural major collector and above. The Committee proposes that replacing the MTS with the FFCS will provide an objective and rational means by which local streets and roads funding needs and eligibility are determined. The Committee presented this proposal to the CMA directors on January 28, 2005 and received unanimous support for the proposal. The Committee will forward the recommendation to the Partnership Board in February.

## EQUITABLE DISTRIBUTION OF FEDERAL FUNDS

The current distribution of Federal funds for local streets and roads is based on the MTS shortfall for each Bay Area county. The LS&R Committee concluded that the MTS, as a highly subjective and inconsistent system of roadways, was a poor indicator of the local streets and roads needs and that MTS shortfall should not be the basis for the distribution of Federal funds identified in the Regional Transportation Plan. The Committee recognized that allocations must take shortfall into account in order to prevent jurisdictions with roads in poor condition from falling further behind. However, other factors, including population and roadway miles, must also be considered so that jurisdictions are not being rewarded for “neglecting” roadway improvements, thus resulting in roadways in poor condition and large funding shortfalls. Using population and centerline miles of roadway to determine a funding distribution also has precedent at the State level with Proposition 42 revenues distributed based on a population/centerline miles model (when these funds become available).

In December 2004, the LS&R Committee developed a tentative proposal to have a funding distribution model based on 1/3 population, 1/3 centerline miles and 1/3 roadway condition. However, in order to reward jurisdictions that have invested in their roadways and thus have “good” roadways while still recognizing the need to help jurisdictions with “poor” roadways, the Committee proposed splitting the 1/3 for roadway condition into FFCS arterials and collectors shortfall (75% of the 1/3) and Pavement Condition Index (25% of the 1/3).

On January 7, 2005, the LS&R Committee refined the formula further by defining setting the following criteria:

- Population shall be based on the latest Department of Finance (DOF) population numbers for a county
- Lane miles should be used instead of centerline miles to compensate for the larger number of multi-lane roadways within urban areas
- Roadway condition would still be split as shown above between shortfall and PCI; however, the “formula” for applying the PCI would be developed and approved at a later meeting

On February 4, 2005, MTC staff presented a funding proposal to the LS&R Committee based upon 1/3 population using the most current DOF figures, 1/3 lane miles using the MTC database numbers, and 1/3 pavement condition based upon shortfall for all federally eligible roadways (FFCS) and PCI from the MTC database. The distribution provided by this formula was significantly different than the previous distribution proposed in December. Attachment A shows a comparison of the current Cycle 2 distribution, the draft distribution proposed in December and the draft distribution proposed in January. According to MTC staff, the change between the December formula results and the January results appeared to be mainly tied to the Pavement Condition Index portion of the formula.

The LS&R Committee members could not reach a consensus on a final formula for the distribution of funds for the performance based (shortfall and PCI) portion of the proposed funding distribution. They directed the subcommittee that developed the original proposal (the 1/3-1/3-1/3 split) to meet and develop a methodology that is fair

and objective and to bring a revised proposal to the LS&R Committee. Charlie Beck and Mike Duncan represent Solano County on the subcommittee.

Although the final details for the performance based segment of the formula are still being evaluated by the LS&R Committee, specifically the methodology for determining the “weight” for various ranges of PCI, the Committee unanimously agreed that a 1/3 population – 1/3 lane miles – 1/3 pavement condition model will provide a more equitable distribution of regional local streets and roads funds than the current MTS shortfall model.

The Committee presented this proposal to the CMA directors on January 28, 2005 and received unanimous support for the proposal as a more equitable method to distribute regional funding for local streets and roads to the counties in the Bay Area. The CMA directors agreed to evaluate the timing for implementation of the proposed funding distribution model at a future CMA meeting.

On January 12, 2005, the STA Board approved the recommendation to revise the MTS and apply the revised funding formula to Cycle 3 of federal funding.

STA staff and the Solano County members of the LS&R Committee will continue to work with the LS&R Committee members, other CMA’s and MTC to develop a more equitable policy for the Third Cycle of Federal funding in the TEA-21 Reauthorization and for subsequent Federal authorization bills.

**Recommendation:**  
Informational.

Attachment

A. Local Streets and Roads Committee Federal Funding Distributions

**LOCAL STREETS AND ROADS COMMITTEE  
FEDERAL FUNDING DISTRIBUTIONS**

COUNTY	CURRENT CYCLE 2 REVENUE %	CURRENT CYCLE 2 REVENUE	DEC 2004 DRAFT FORMULA <sup>1</sup>	JAN 2005 DRAFT FORMULA <sup>2</sup>
Alameda	10%	\$5,696,110	\$9,546,699	\$9,877,208
Contra Costa	11%	\$6,103,407	\$7,875,591	\$8,463,902
Marin	6%	\$3,360,803	\$3,037,643	\$2,551,196
Napa	6%	\$3,357,296	\$1,928,584	\$1,519,217
San Francisco	9%	\$5,315,974	\$5,901,444	\$5,474,595
San Mateo	7%	\$3,717,401	\$5,209,758	\$4,988,232
Santa Clara	28%	\$15,985,248	\$12,979,167	\$14,114,144
Solano	3%	\$1,876,269	\$4,548,725	\$4,416,624
Sonoma	20%	\$11,587,492	\$5,972,389	\$5,594,882
<b>TOTAL</b>		\$57,000,000	\$57,000,000	\$57,000,000

## NOTES:

1. Distribution based on 33% population, 33% centerline miles, 25% revenue shortfall for arterials and collectors, 8.33% performance measure based on pavement condition index (PCI) formula.
2. Distribution based on 33% population, 33% *lane* miles, 25% revenue shortfall for arterials and collectors, 8.33% performance measure based on pavement condition index formula *and number of lane miles (condition per mile)*.

The Local Streets and Roads Committee members could not reach a consensus on how to determine a proposal for the distribution of funds that are performance based, i.e. PCI based. They directed the subcommittee that developed the original proposal to meet and develop a methodology that is fair and objective and to bring it back to the full committee in April.



DATE: February 12, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Travel Safety Plan Update

**Background:**

The Solano Travel Safety Plan was completed in December 1998 and identified the 40 intersections in Solano County with the highest accident rates (per million vehicles entering intersection). The Solano Travel Safety Plan also evaluated the accident rates on 13 specific freeway segments in Solano County and pedestrian and bicycle accident data and proposed funding strategies for projects and programs for improving safety for these roadway segments.

The Solano Travel Safety Plan has provided a valuable tool for identifying safety projects and programs in Solano County and recommended funding strategies for specific projects and programs based upon the criteria for applicable funding sources. Over 75 percent of the "top 40" intersections have been improved since 1996 and the Travel Safety Plan has been used to identify projects for Federal STP/CMAQ funds, State Highway Operations and Protection Program (SHOPP) funds and Hazard Elimination System (HES) funds.

**Discussion:**

The Solano Travel Safety Plan is currently being updated by Korve Engineering, one of the consultants who prepared the original plan in 1998. They have collected accident data from local jurisdictions and the California Highway Patrol for intersections and various freeway segments in Solano County. Based on the data provided, 44 intersections in Solano County were "ranked" in accordance with the accident rate per million vehicles entering the intersection (see Attachment A). This data will provide local jurisdictions information on potential intersections that may require a detailed analysis to determine if safety improvements may be warranted.

Another feature of the updated Solano Travel Safety Plan is an analysis of pedestrian and bicycle safety for local jurisdictions. Data is still needed from the cities of Fairfield, Rio Vista, Vacaville and Solano County before this section of the study can be completed.

The goal of the update to the Solano Travel Safety Plan is to identify projects eligible for future federal cycle funding, state funding, regional funding, and other fund sources. STA is also evaluating a second phase to the update to focus specifically on areas in the vicinity of schools and routes to major transit centers in order to identify specific needs that may be eligible for Safe Routes to Schools (SR2S) funding and Safe Routes to Transit funding, a program recently introduced by the Metropolitan Transportation Commission (MTC).

**Recommendation:**  
Informational.

Attachment:

A. Updated Intersection Data from the Draft Travel Safety Plan

## SOLANO TRAVEL SAFETY PLAN

Table 1: Intersection Accident Rates

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

<sup>1</sup>Accidents per million entering vehicles



DATE: February 12, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: SR 12 Major Investment Study (MIS) Operational Analysis Update

**Background:**

The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor. However, the MIS did not develop a priority for the projects, did not provide a proposed implementation plan for improvements, nor did it obtain Caltrans approval of the MIS.

**Discussion:**

As a follow-up to the SR 12 MIS, STA retained Korve Engineering (the consultant who prepared the MIS) to complete Phase 2 of the MIS to develop an Operational Strategy for the corridor that considers safety, operational improvements (including the constraining effects of bottlenecks on downstream highway segments), and capacity needs along the corridor. Similar to the process used for the I-80/I-680/I-780 Major Investment & Corridor Study, the Operational Strategy will be an iterative process by initially looking at safety and congestion in the corridor. The analysis will identify a recommended implementation plan for identified improvements and STA will develop proposed funding strategies for projects.

The initial Draft Prioritization of SR 12 Improvements is included as Attachment A. The projects are prioritized based on Safety Improvements and Capacity Improvements. The safety improvements were ranked based on accident rate (accidents per million vehicles). The capacity improvements were further identified as near-term and long-term and prioritized based on the date needed for the improvements.

Projects from the SR 12 MIS and projects from the I-80/I-680/I-780 Major Investment & Corridor Study will be the initial candidate projects for the STA accelerated project delivery process. Project study reports (PSR's) will be prepared for some of these projects in an effort to provide specific details of these projects and to make them more competitive for State and Federal funding.

On February 9, 2005, the STA Board authorized reconvening the SR 12 Subcommittee, with Board and TAC representatives from Fairfield, Rio Vista, Solano County, and Suisun City, to review the proposed draft implementation plan for SR 12 and provide a recommendation to the STA Board. A meeting of the SR 12 Subcommittee will be scheduled in March 2005 to review the proposed prioritization of projects and to discuss potential funding strategies and next steps.

**Recommendation:**

Informational.

Attachments:

- A. State Route 12 MIS Improvements – Draft Prioritization
- B. SR 12 Subcommittee Membership



January 21, 2005

Mr. Michael Duncan  
 Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585

**RE: STATE ROUTE 12 MIS IMPROVEMENTS – DRAFT PRIORITIZATION**

Dear Mr. Duncan:

Korve Engineering, Inc. is pleased to submit this memorandum to summarize the prioritization of the improvement recommendations developed as part of the State Route 12 Major Investment Study (SR 12 MIS).

The projects recommended for safety reasons were prioritized separately than those recommended due to limited capacity. Safety-related improvements were prioritized based on the accident rate at the project location. Capacity-related improvements were prioritized based on the date when they are needed to increase capacity at the project location. The safety and capacity-related projects recommended as part of the SR 12 MIS include the following:

**SAFETY IMPROVEMENTS**

- 3a Advance Overhead Flashers at Beck/Pennsylvania
- 3b Left Turn Lanes & Acceleration/Deceleration Lanes at Lambie/Shiloh with Realignment
- 3c Traffic Signal at SR-113/SR-12
- 3d Left Turn Lanes & Acceleration/Deceleration Lanes at Church Road with Realignment
- 3e Advance Flashers at Summerset Road
- 3f Acceleration/Deceleration Lanes at Railroad Museum
- 3g Acceleration/Deceleration Lanes at Beck Avenue

**NEAR-TERM CAPACITY-RELATED IMPROVEMENTS**

- 4a Geometric Improvements at Pennsylvania Avenue
- 4b Traffic Signal and Improvements at Lambie/Shiloh
- 4c Traffic Signal at SR-113/SR-12

**LONG-TERM CAPACITY-RELATED IMPROVEMENTS**

- 6a Widen to Four Lanes – Rio Vista Limit to River Road
- 6b Widen to Six Lanes – Interstate 80 to Webster/Jackson
- 6c Install median barrier and shoulders from Walters Road to Rio Vista City Limit
- 6d Grade Separation at Pennsylvania Avenue
- 6e Left Turn Lanes at Lambie/Shiloh
- 6f Traffic Signal at Church Road
- 6g Rio Vista Bridge

## PRIORITIZATION OF SAFETY IMPROVEMENTS

An accident rate was determined for each segment or intersection on which a project would be implemented. Table 1 presents the accident rates at each of the locations. Accident rates were determined by the amount of accidents per million entering vehicles. The Safety improvements should be prioritized and implemented in the order of highest to lowest accident rates. The cost of each improvement has not been taken into account in this analysis.

TABLE 1: ACCIDENT RATES FOR SAFETY IMPROVEMENT PROJECTS

RECOMMENDED SAFETY IMPROVEMENTS		ACCIDENT RATE <sup>1</sup>
3a	Advance Overhead Flashers at Beck	0.46
3g	Accel/Decel Lanes at Beck Avenue	0.46
3f	Accel/Decel Lanes at Railroad Museum	0.32
3a	Advance Overhead Flashers at Pennsylvania	0.24
3b	Left Turn Lanes & Accel/Decel Lanes at Lambie/Shiloh with Realignment	0.24
3c	Traffic Signal at SR-113/SR-12	0.21
3d	Left Turn Lanes & Accel/Decel Lanes at Church Road with Realignment	0.18
3e	Advance Flashers at Summerset Road	0.07

<sup>1</sup>Accidents per million entering vehicles

## PRIORITIZATION OF CAPACITY IMPROVEMENTS

In order to prioritize the capacity related improvements, the volume/capacity ratio was calculated for each segment and intersection considering the constraining effects of bottlenecks. The volume/capacity ratios were calculated for existing conditions (2000), 2010 and 2025 using the travel demand forecasts from the MIS. The capacity of the segments is consistent with the study assumptions, which are summarized as follows.

- 4-lane Freeway/Expressway – Suisun/Fairfield = 1,800 vehicles per hour per lane;
- 2-lane Highway – Walters Road to Rio Vista = 1,400 vehicles per hour per lane; and
- Arterial – Through Rio Vista and Bridge = 900 vehicle per hour per lane

### Traffic Signal Warrants

The recommended traffic signal installations were determined by the Caltrans *Traffic Manual Traffic Signal Warrants*. The following locations were identified as intersections where a traffic signal would be warranted between 2000 and 2025:

- SR 12 / SR113
- SR 12 / Lambie Road / Shiloh Road
- SR 12 / Church Road

The traffic volume along SR 12 at all three locations is significantly larger than the minor street approach volume. A traffic signal would serve to allow the minor street traffic to enter SR 12 without merging into highway traffic. The threshold to warrant a signal is 100 vph on the minor street approach. Based on the travel demand forecasts, these three intersections would satisfy the traffic signal warrant in the following years:

- SR 12 / SR113 – Satisfies signal warrant in 2000
- SR 12 / Lambie Road / Shiloh Road – Satisfies signal warrant in 2002
- SR 12 / Church Road – Satisfies signal warrant in 2006

A current traffic signal warrant analysis should be performed at these intersections before a signal is installed.

Figures 1 through 10 show the progression from the present to 2025. The volume/capacity ratio was calculated for each year based on a linear interpolation between the base and the future scenarios. Table 2 summarizes the dates of implementation for the capacity related improvements.

**TABLE 2: SR 12 IMPROVEMENT PRIORITIZATION**

PROJECT NUMBER	RECOMMENDED IMPROVEMENT	DATE OF IMPLEMENTATION
4a	Geometric Improvements at Pennsylvania Avenue	2005
4b	Traffic Signal and Improvements at Lambie/Shiloh	2005
4c	Traffic Signal at SR-113/SR-12	2005
6d	Grade Separation at Pennsylvania Avenue	2005
6f	Traffic Signal at Church Road	2006
6c	Median barrier & shoulders from Walters Road to Rio Vista City Limit	2011
6b	Widen to Six Lanes - Interstate 80 to Webster/Jackson	2018
6e	Left Turn Lanes at Lambie/Shiloh	2020
6g	Rio Vista Bridge	2024
6a	Widen to Four Lanes - Rio Vista Limit to River Road	2024

We look forward to continuing input on this project. If you have any questions or comments, please do not hesitate to call me at (510) 622-6642.

Sincerely,

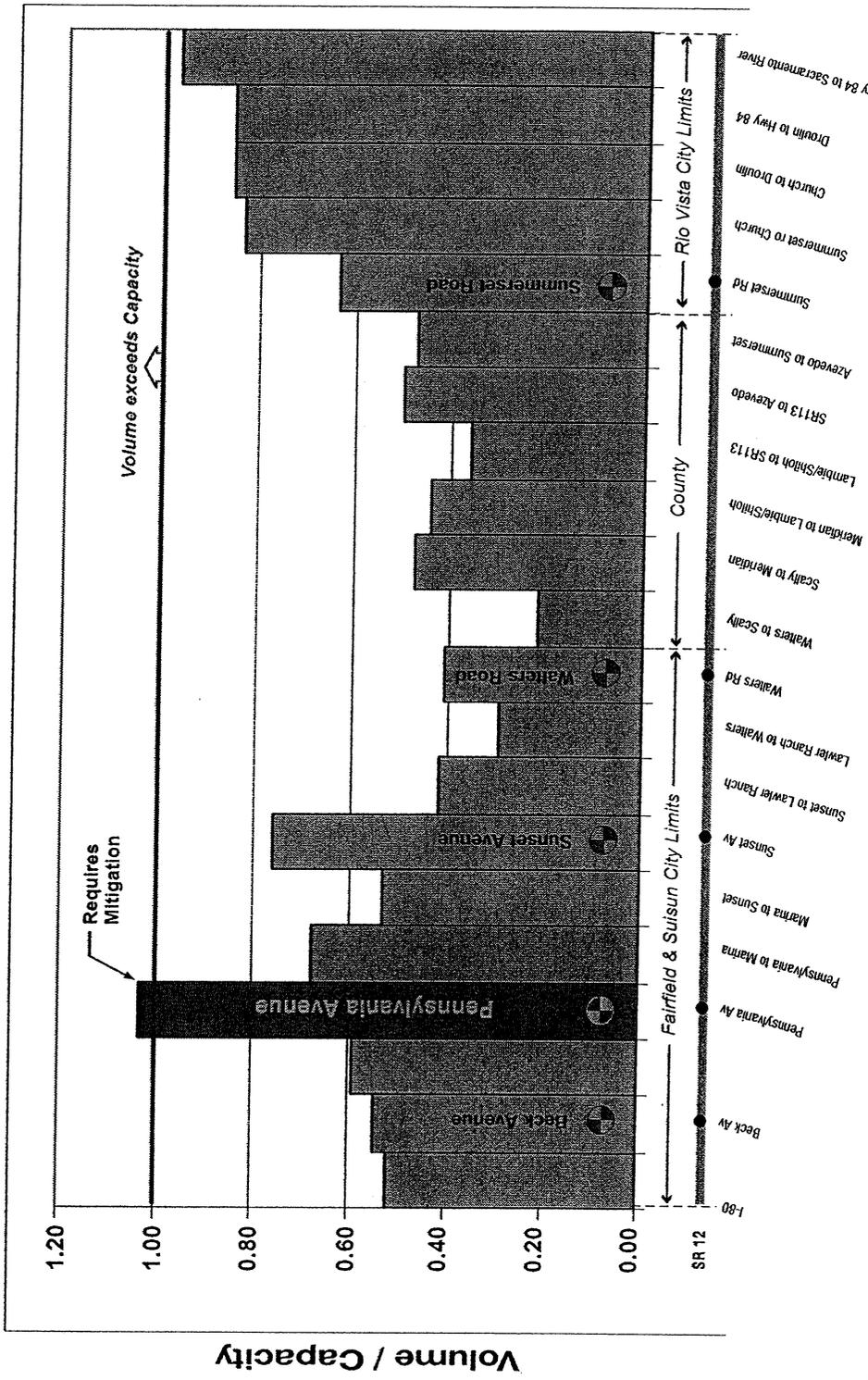
**KORVE ENGINEERING, INC.**

Bill Burton, PE  
 Senior Traffic Engineer

Attachment:

Figures 1 through 10





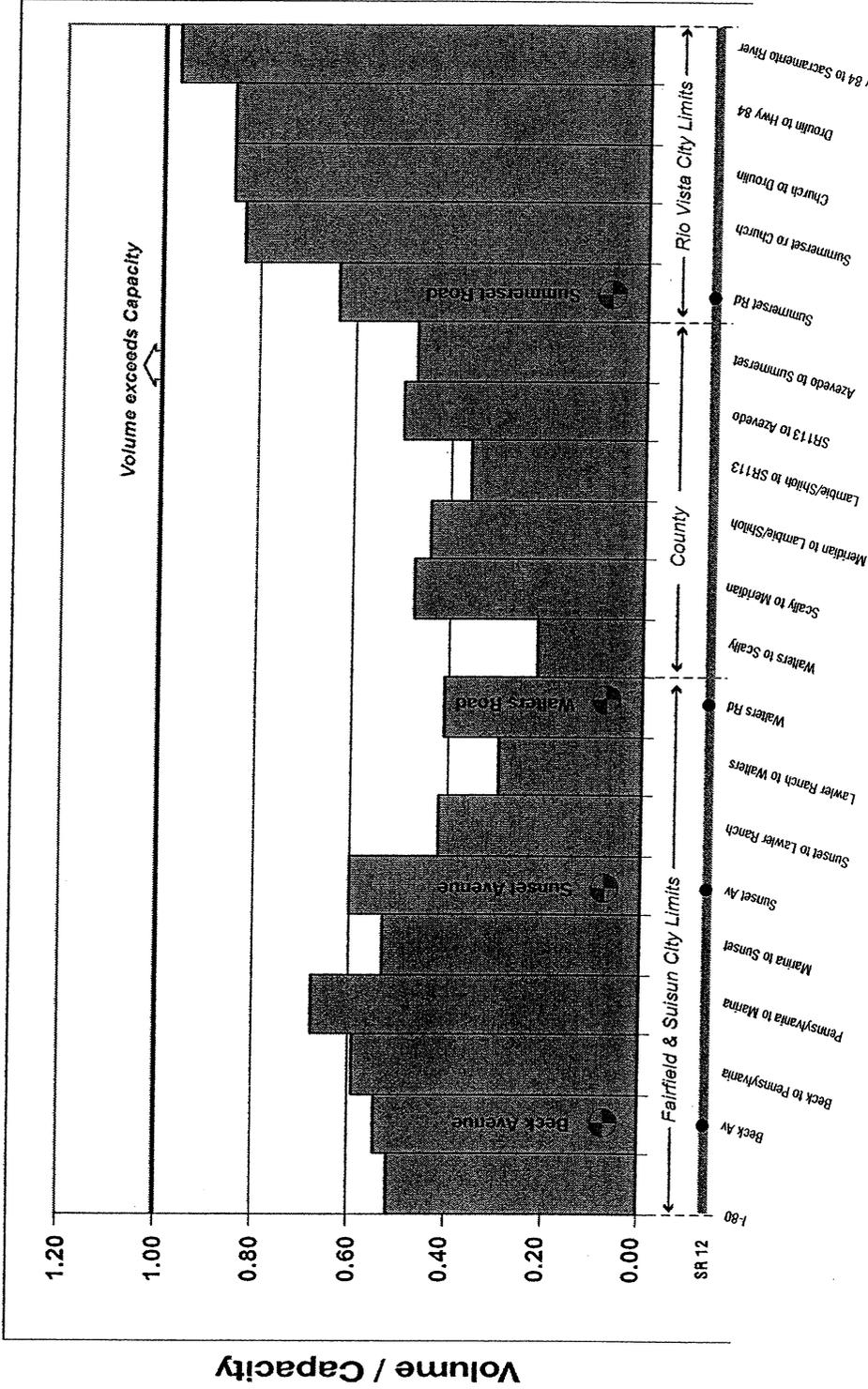
SR 12 PRIORITIZATION

**2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA**

Figure 1



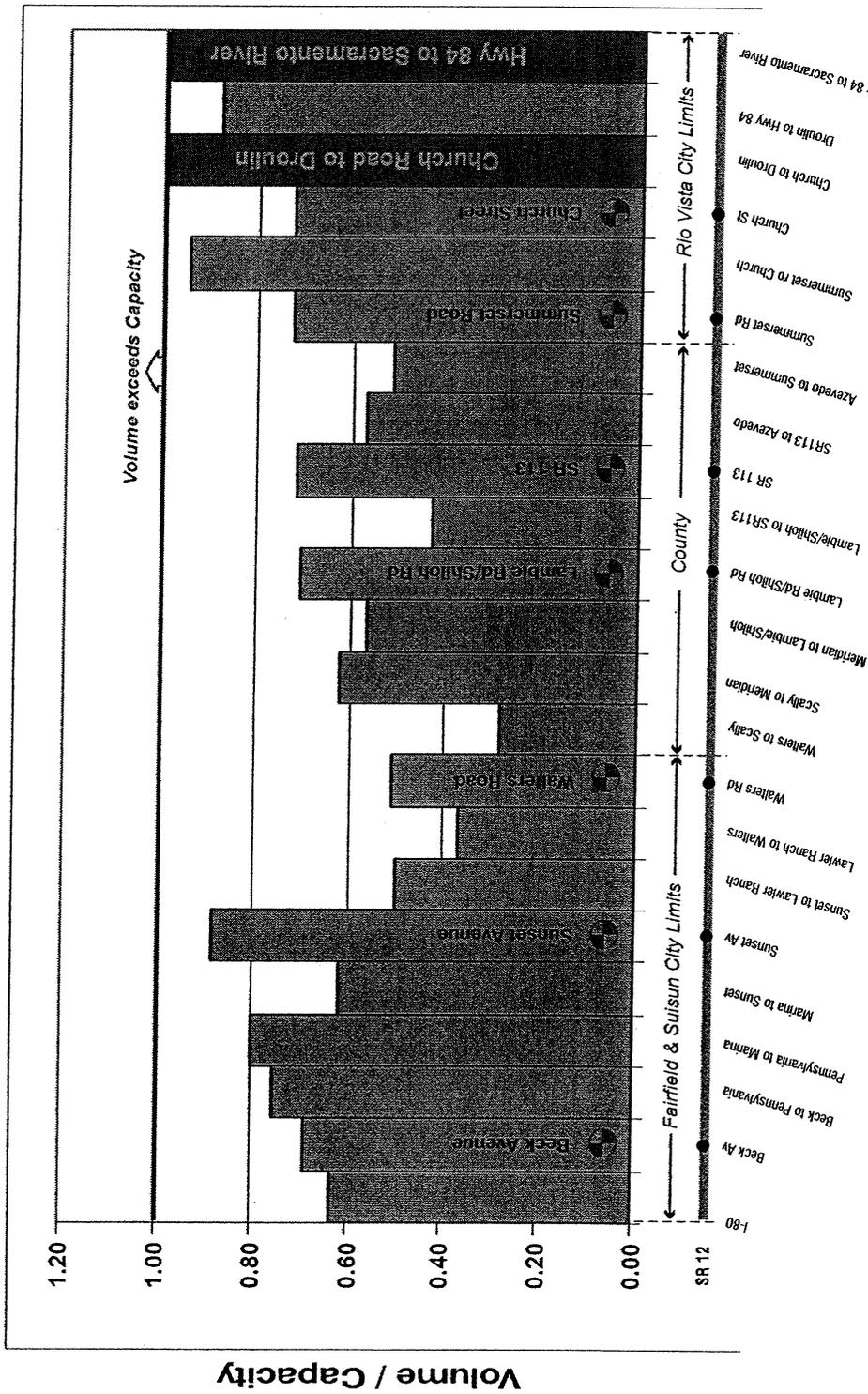
2005 W Penn Impmnt.cdr



SR 12 PRIORITIZATION  
 Figure --  
 2005 WITH GRADE SEPARATION AT PENNSYLVANIA



2005 W Penn Grade Sep.cdr

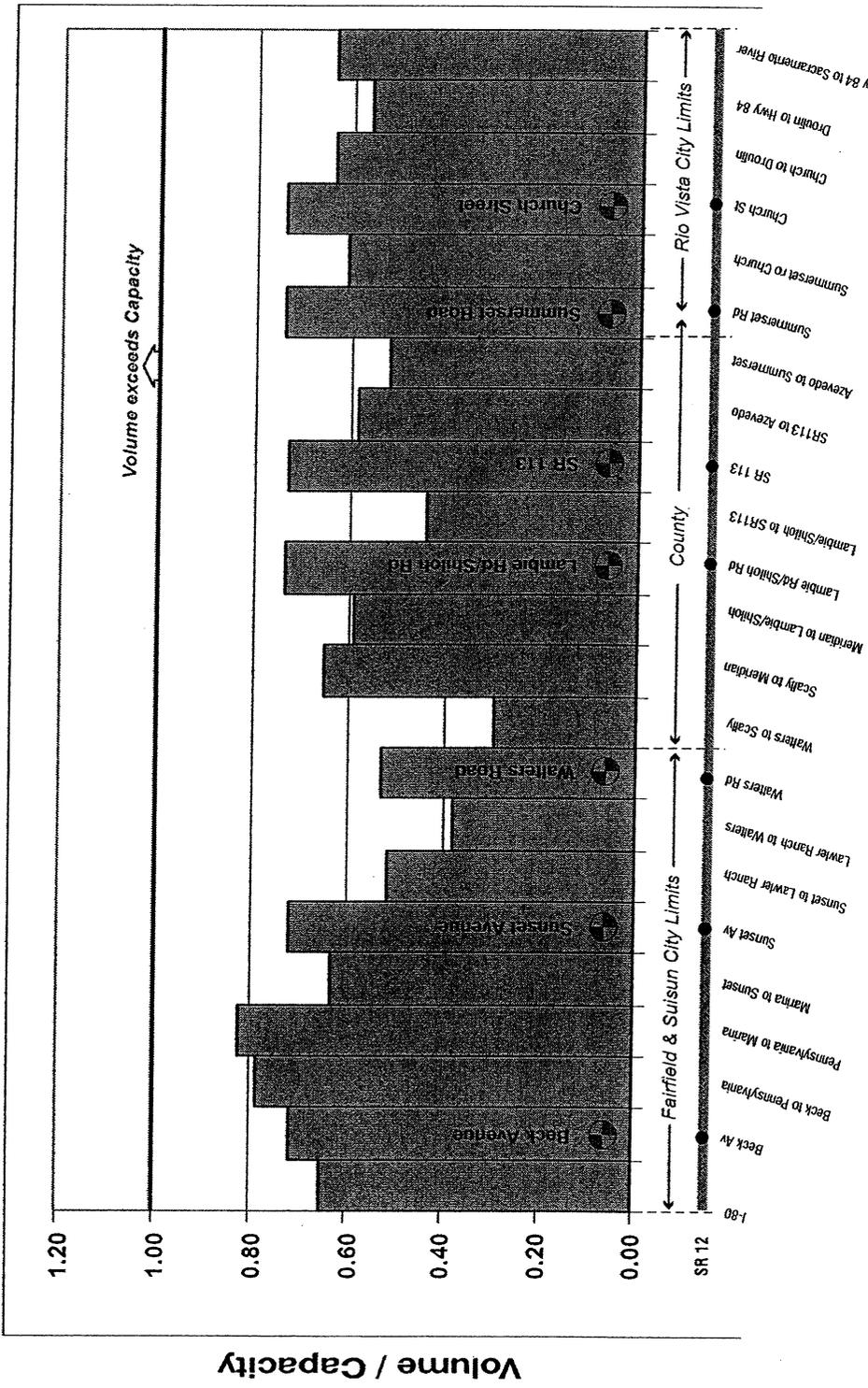


SR 12 PRIORITIZATION

**Figure 2**  
**2010 WITH SCHEDULED PROJECTS**



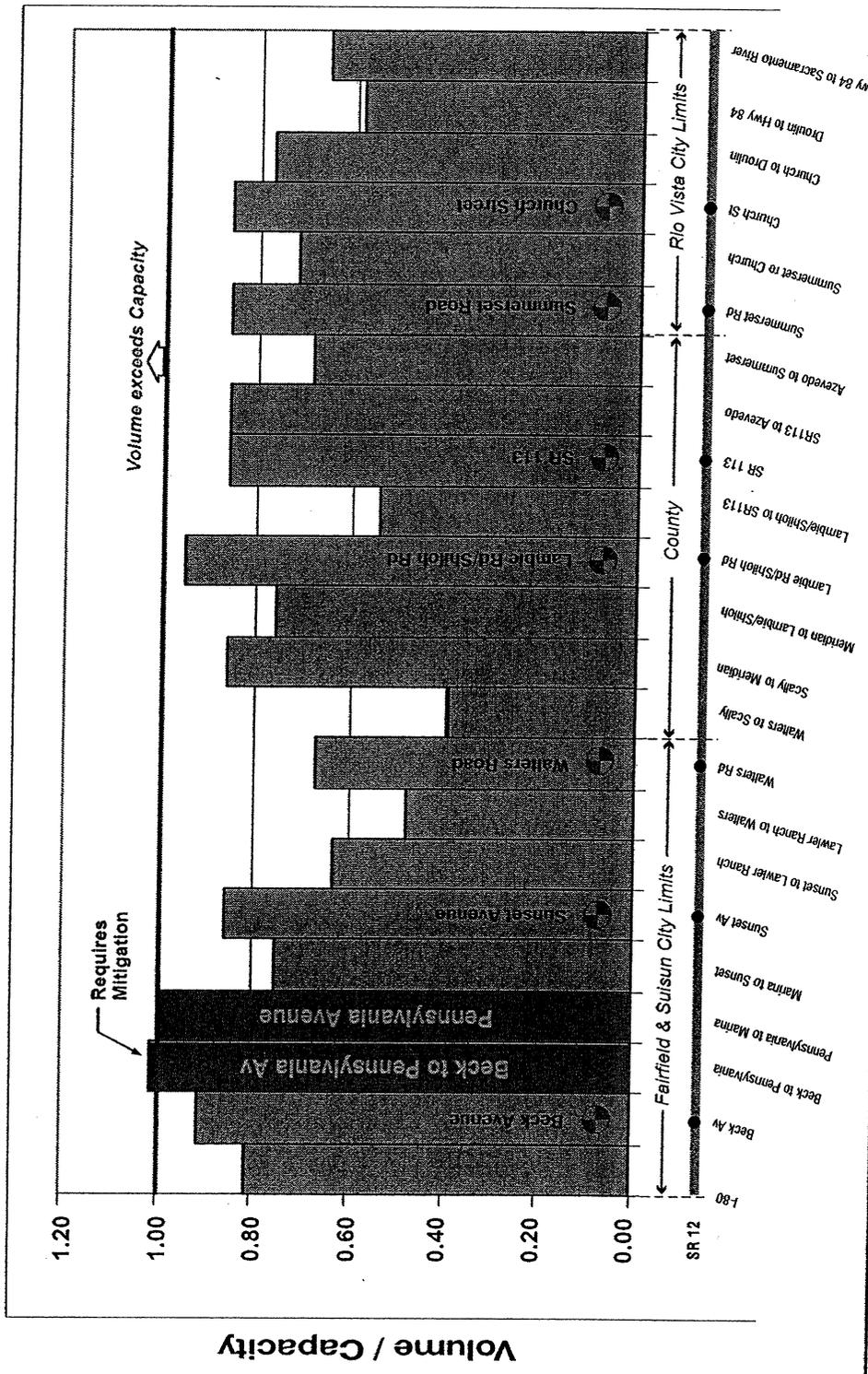
2010 w Scheduled.cdr



SR 12 PRIORITIZATION

Figure 2  
 2011 WITH MEDIAN AND SHOULDER ON RIO VISTA ROAD  
 and Traffic Signals at Church Rd, SR113 and Lambie/Shiloh Rds.



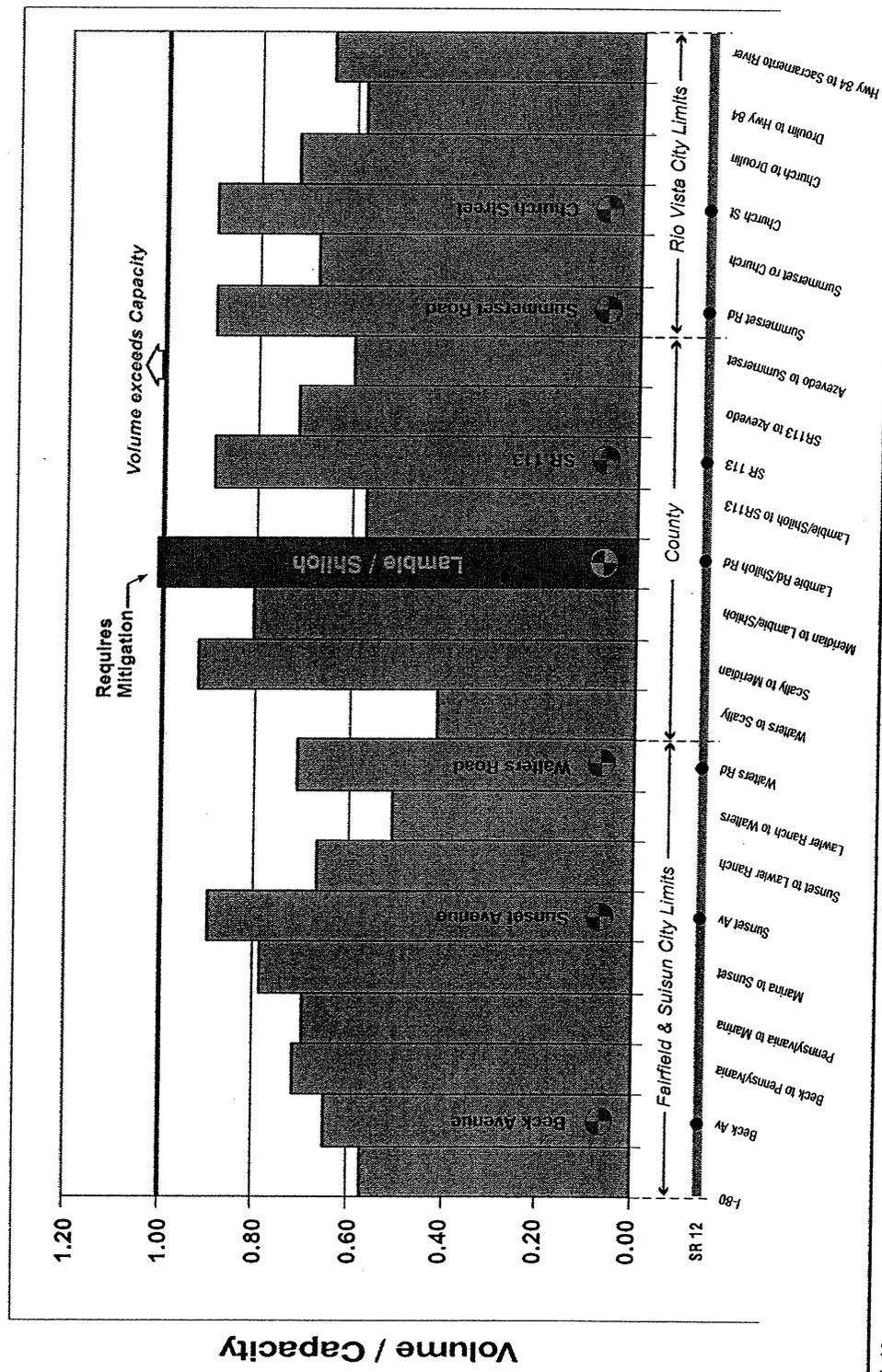


SR 12 PRIORITIZATION

Figure -- 2018 WITH SCHEDULED PROJECTS



2018 Scheduled.cdr

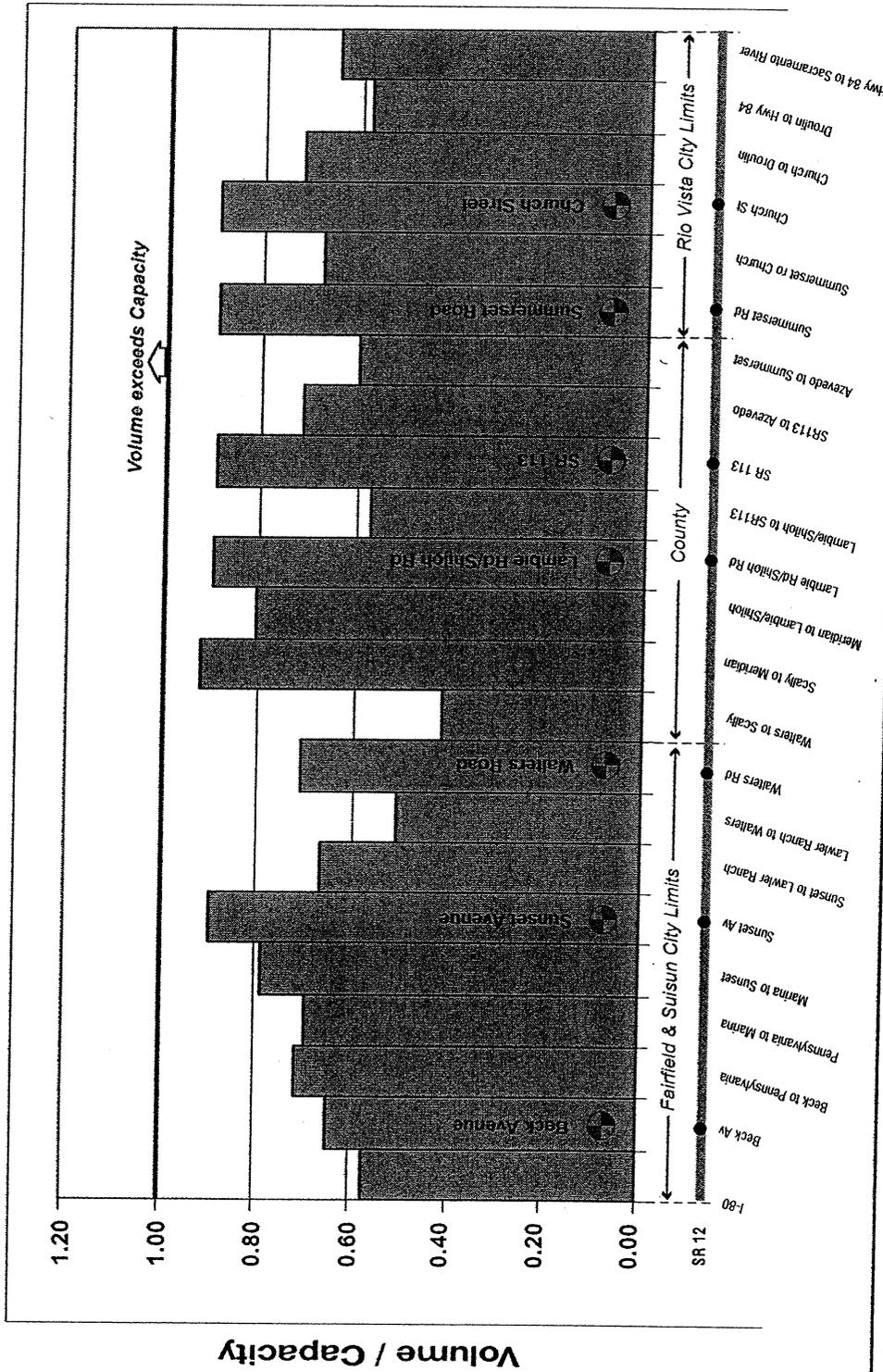


SR 12 PRIORITIZATION

Figure - 2020 WITH WIDENING SR12 TO SIX LANES



2020 6 Lane SR12.cdr

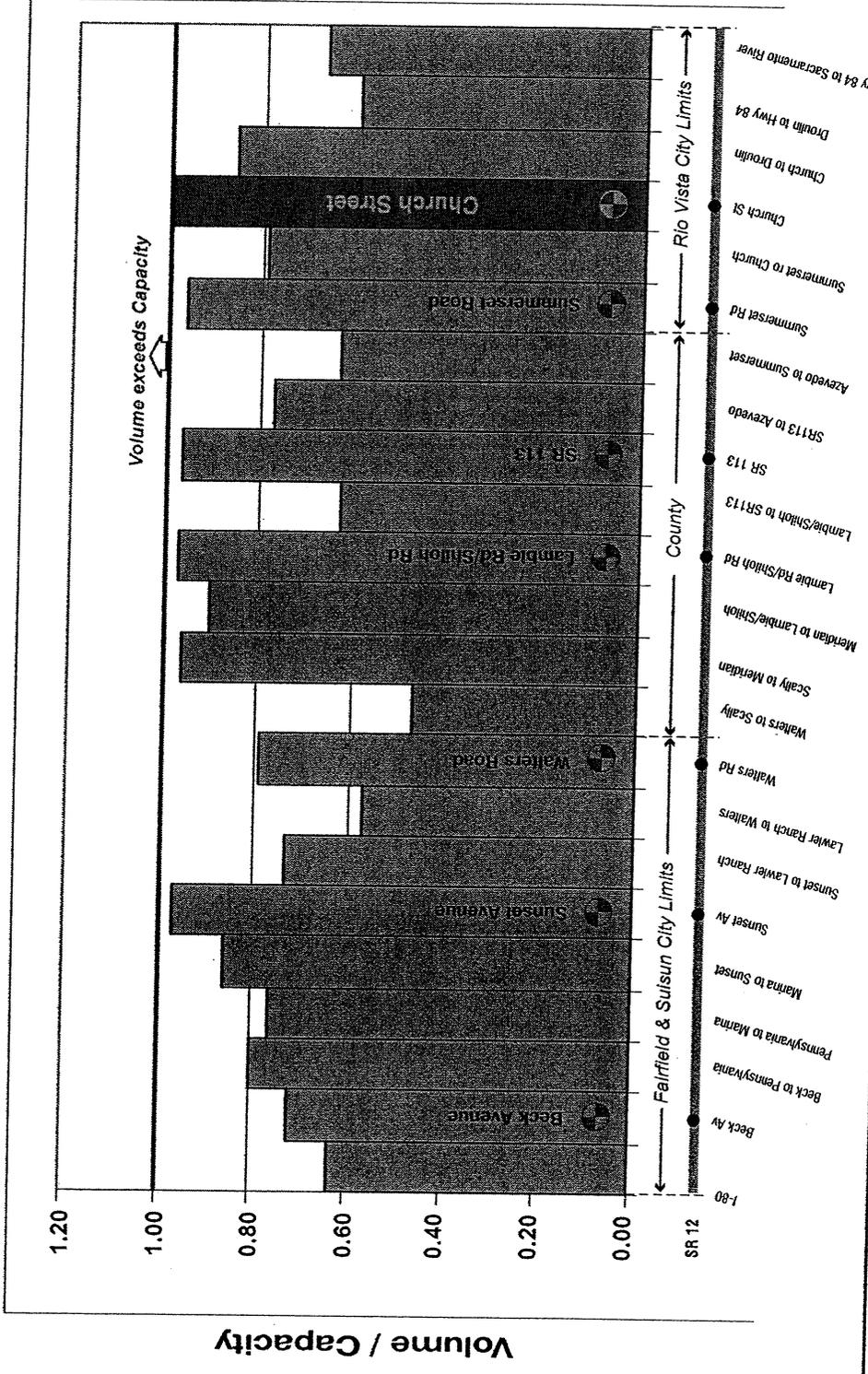


SR 12 PRIORITIZATION

Figure 2  
2020 WITH REALIGNMENT OF LAMBIE/SHILOH WITH LEFT TURN LANES



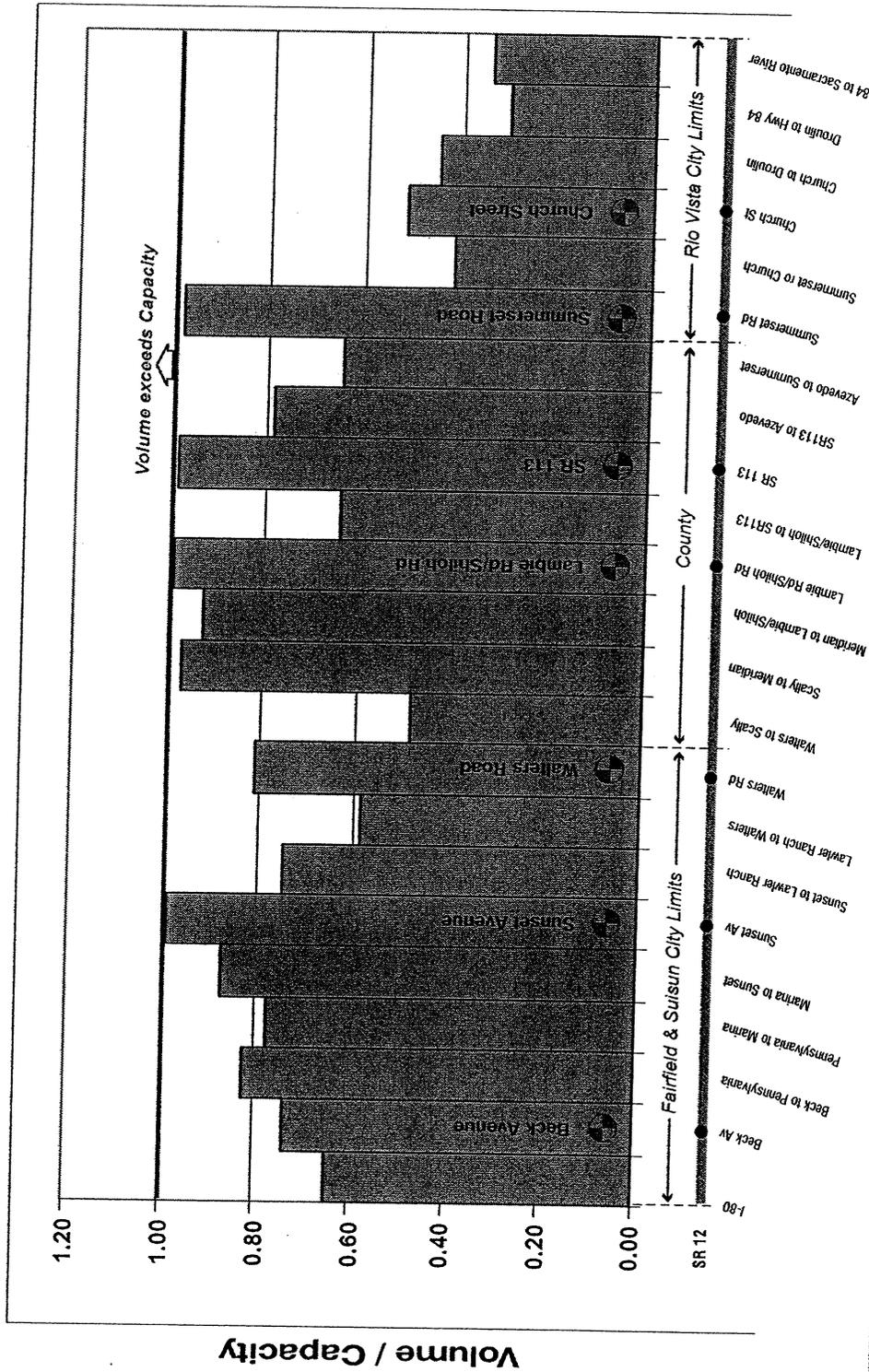
2020 Lambie-Shiwh.cdr



SR 12 PRIORITIZATION

Figure 2  
2024 WITH SCHEDULED PROJECTS

2024 Scheduled.cdr



SR 12 PRIORITIZATION

2025 WITH WIDENING IN RIO VISTA AND RIO VISTA BRIDGE Figure

***SR 12 SUBCOMMITTEE MEMBERSHIP (Approved by STA Board 2/9/05)***

1. City of Fairfield - Board Member & TAC Member
2. City of Rio Vista - Board Member & TAC Member
3. City of Suisun City - Board Member & TAC Member
4. County of Solano - Board Member & TAC Member
5. CHP Representative
6. Caltrans Representative
7. Hwy 12 Association Representative
8. Caltrans District 4 Maintenance Supervisor for Solano County



DATE: February 12, 2005  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Union Avenue (Fairfield)/Main Street (Suisun City) Feasibility Study

**Background:**

Until the mid 1980's, the downtown areas of the cities of Fairfield and Suisun City were connected by an at-grade railroad crossing at Union Avenue in Fairfield and Main Street in Suisun City. When the City of Fairfield constructed the SR 12 overcrossing of the Union Pacific Railroad train tracks, this connection was eliminated. To facilitate safe pedestrian traffic between the two downtown areas, a pedestrian overcrossing of the train tracks was constructed.

**Discussion:**

Due in part to the construction of the new county administration building in downtown Fairfield, Solano County, on behalf of three local agencies (Fairfield, Suisun City and Solano County), requested that the STA conduct a feasibility study for a direct connection between the downtown areas of Fairfield and Suisun City, thereby potentially reconnecting Union Avenue with Main Street. The STA Board subsequently adopted this study as one of STA's priority projects. STA staff determined an engineering feasibility study was required to identify if a direct connection could be constructed and what steps would be necessary to make the connection. Collision Engineering was retained to evaluate the proposal.

Three alternatives were investigated by the consultant:

1. Railroad at-grade crossing.
2. Railroad Overcrossing.
3. Railroad Undercrossing.

Additionally, the consultant evaluated the no-build alternative and other potential options for connecting the downtown areas.

The conclusion of the consultant is that all alternatives could be constructed; however, the only feasible alternative to connect Union Avenue with Main Street is an at-grade crossing due to the significant negative impacts associated with both the overcrossing and the undercrossing. The overcrossing alternative would require a 1000' span over the existing SR 12 structure (50 feet high at the apex) and significant retaining walls at the ends of the structure. The undercrossing would require the potential relocation of portions of the Suisun City train station complex and would be prone to flooding since the roadway would be well below sea level in an area of tidal influence. Due to the negative impacts on numerous properties in both cities, the at-grade crossing was

determined to be the only feasible alternative although it was determined to be the least safe alternative.

An at-grade crossing typically requires the closure of two “similar” at-grade crossings within the county to ensure an overall increase in safety. Additionally, the existing pedestrian overcrossing would need to be relocated due to interference with an at-grade crossing. The Union Pacific Railroad has final approval authority for the installation of an at-grade crossing. The estimated cost of an at-grade crossing is approximately \$4M, plus the costs associated with the closure of two similar at-grade crossings.

The Union/Main Feasibility Study was presented to the Arterials, Freeways and Highways Committee of the STA Board on January 28, 2005 and as information to the STA Board on February 9, 2005. STA staff will schedule meetings with the three local agencies to discuss the study and potential future options. Further study or actions by STA will be at the direction of the Board.

**Recommendation:**  
Informational.

Attachment

- A. Feasibility Study for the Union Avenue (Fairfield)/Main Street (Suisun City) Rail Crossing (provided as separate enclosure)