



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE  
AGENDA**

**1:30 p.m., Wednesday, January 25, 2006  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

*Members:*

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

<u>ITEM</u>	<u>STAFF PERSON</u>
I. <b>CALL TO ORDER</b>	Daryl Halls, Chair
II. <b>APPROVAL OF AGENDA</b>	
III. <b>OPPORTUNITY FOR PUBLIC COMMENT</b> (1:30 -1:35 p.m.)	
IV. <b>REPORTS FROM CALTRANS, MTC, AND STA STAFF</b> (1:35 -1:40 p.m.)	
V. <b>CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
A. <b>Minutes of the TAC Meeting of January 4, 2006</b> <i>Recommendation:</i> <i>Approve minutes of January 4, 2006.</i> <b>Pg. 1</b>	Johanna Masiclat
B. <b>STA Board Meeting Highlights – January 11, 2006</b> <i>Informational</i> <b>Pg. 7</b>	Johanna Masiclat
C. <b>STIA Board Meeting Highlights – January 11, 2006</b> <i>Informational</i> <b>Pg. 11</b>	Johanna Masiclat
D. <b>STA 2006 Board Meeting Calendar Update</b> <i>Informational</i> <b>Pg. 15</b>	Johanna Masiclat

**TAC MEMBERS**

- |  |   |   |  |  |  |   |  |
|--|---|---|--|--|--|---|--|
| <u>Dan Schiada</u><br>City of<br>Benicia | <u>Royce Cunningham</u><br>City of<br>Dixon | <u>Charlie Beck</u><br>City of<br>Fairfield | <u>Brent Salmi</u><br>City of<br>Rio Vista | <u>Gary Cullen</u><br>City of<br>Suisun City | <u>Dale Pfeiffer</u><br>City of<br>Vacaville | <u>Mark Akaba</u><br>City of<br>Vallejo | <u>Paul Wiese</u><br>County of<br>Solano |
|--|---|---|--|--|--|---|--|

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

**F. Amended SR 12 East Operational Prioritization and Implementation Strategy** Dan Christians  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.*  
**Pg. 27**

**VI. ACTION ITEMS**

**A. STIA Adoption of Draft Traffic Relief and Safety Plan (TRSP) Prior to Forwarding to Cities and County for Approval**  
*Recommendation:*  
*Forward a recommendation to the STIA Board to approve the draft "Traffic Relief and Safety Plan for Solano County" as specified in attachment A.*  
**(1:45 – 2:05 p.m.) – Pg. 57**

**B. Request for Proposal (RFP) of Project Management Services** Janet Adams  
*Recommendation:*  
*Forward a recommendation to the STA Board authorizing the Executive Director to issue a RFP for Project Management Services for SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study*  
**(2:05 – 2:10 p.m.) – Pg. 107**

**C. Final State Route (SR) 12 Transit Corridor Study** Dan Christians  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the final SR 12 Transit Corridor Study dated January 2006.*  
**(2:10 – 2:15 p.m.) – Pg. 109**

**D. Intercity Transit Funding Agreement – Status Update** Elizabeth Richards  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the following:*  

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

**(2:15 – 2:20 p.m.) – Pg. 113**

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

Jayne Bauer

Recommendation:

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

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

(2:20 – 2:25 p.m.) – **Pg. 119**

**VII. INFORMATION ITEMS**

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

Janet Adams

Informational

(2:25 – 2:30 p.m.) – **Pg. 127**

**B. Updated Corridor Project Costs**

Janet Adams

Informational

(2:30 – 2:35 p.m.) – **Pg. 143**

**C. Regional Measure 2 Update**

Jennifer Tongson

Informational

(2:35 – 2:40 p.m.) – **Pg. 149**

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

Elizabeth Richards

Informational

(2:40 – 2:45 p.m.) – **Pg. 155**

**E. Lifeline Transportation Funding Program**

Elizabeth Richards

Informational

(2:50 – 2:55 p.m.) – **Pg. 159**

**F. Alternative Modes Funding Strategy**

Robert Guerrero

Informational

(2:45 – 2:50 p.m.) – **Pg. 161**

**VIII ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 22, 2006.**





**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting**  
**January 4, 2006**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:25 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Mike Duncan	City of Fairfield
	Gary Cullen	City of Suisun City
	Gian Aggarwal	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Ed Huestis	City of Vacaville
Gary Leach	City of Vallejo
Cameron Oakes	Caltrans District 4
Daryl Halls	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masiclat	STA

**II. APPROVAL OF AGENDA**

On a motion by Mike Duncan, and a second by Gary Cullen, the STA TAC approved the agenda with the exception to move Agenda Item VII.E Project Monitoring and Delivery Update to Agenda VII.D and Agenda Item VII.D, Ruling from Ninth Circuit Court of Appeals on Washington State's Implementation of Disadvantaged Business Enterprise (DBE) Program to Agenda VII.E.

### III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** Cameron Oakes provided status reports on the SR 29 Study in Napa County, the SR 12 Corridor Study between SR 99 and Rio Vista Bridge, and the construction schedule of the SR 113 SHOPP project.

**MTC:** None presented.

**STA:** Daryl Halls announced that at the request of Caltrans STA is preparing an Emergency Response Contact List for Solano County.

Robert Guerrero announced the upcoming Call for Projects of the Solano Bicycle and Pedestrian Program (SBPP) has been postponed pending the completion of an overall funding strategy for TLC, bicycle, and pedestrian projects.

**Other:** Mike Duncan announced MTC's LS&R Workshop scheduled on Friday, January 6, 2006.

### V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Mark Akaba, the STA TAC approved the Consent Calendar. This included a request by Mike Duncan to incorporate the traffic signal light synchronization from Fairfield to Suisun City as part of the SR 12 Major Investment Study Prioritization Strategy noted in the minutes of Agenda Item V.A, Minutes of the TAC Meeting of November 30, 2005 and to bring back the State Route 12 East Operational Prioritization Report with this additional project as a consent item at a future meeting.

#### Recommendations:

- A. **Minutes of the TAC Meeting of November 30, 2005**  
Recommendation:  
Approve minutes of November 30, 2005.
- B. **STA Board Meeting Highlights of December 14, 2005**  
Informational
- C. **STA 2006 Board Meeting Calendar**  
Informational
- D. **Funding Opportunities Summary**  
Informational

## VI. ACTION ITEMS

### A. Request for Proposal (RFP) of Project Study Reports (PSRs)

Janet Adams reviewed the process for issuing a RFP for preparation of PSR's for the I-80 HOV Lane/Turner Parkway Overcrossing and the SR 12/Church Road Improvements as approved by the STA Board in December 2005. She cited that STA would pursue additional PSRs on the priority list as funding becomes available.

Based on questions from TAC members on whether the recommendation meant that the STA would retain one or two consultant teams for the PSR for the SR 12/Church Road Improvements and the SR 12 Rio Vista Bridge Study, Daryl Halls stated that the intent was to hire one consultant team to do both and that additional wording could be added to the recommendation to clarify that matter.

#### Recommendation:

Forward to the STA Board the following:

1. Authorize the STA Executive Director ***to retain consultant services to complete both*** the PSR for the SR 12/Church Road Improvements and the SR 12 – Rio Vista Bridge Study.
2. Authorize the STA Executive Director to issue the RFP to include provisions for the establishment of an eligibility list for PSR's that would be valid for the next three years.

On a motion by Dan Schiada, and a second by Gian Aggarwal, the STA TAC unanimously approved the recommendation as amended.

### B. Request for Proposal (RFP) of Project Management Services

Janet Adams identified the proximity and similar scope of the SR 12 Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study, and the recommendation to utilize the same consultant for Project Management services for both projects. She cited that the proposal to combine the Project Management for these two efforts is dependent on further discussions with the City of Rio Vista and Caltrans for concurrence on the scope of work.

After discussion, the cities of Fairfield and Vacaville requested that the proposal to have a consultant provide Project Management Services for the SR 12/Church Road Improvements PSR and SR 12 Rio Vista Bridge Study Project be tabled for further discussion at the next TAC meeting of January 25, 2006.

#### Recommendation:

Forward to the Board for a recommendation authorizing the Executive Director to issue a RFP for Project Management Services for the following:

1. I-80 HOV Lane/Turner Parkway Overcrossing and PSR.  
SR 12/Church Road Improvements PSR's
2. SR 12 – Rio Vista Bridge Study

**and to bring back the Project Management Services for the SR 12/Church Road Improvements PSR and SR 12 Rio Vista Bridge Study Project for further discussion at the next TAC meeting of January 25, 2006.**

On a motion by Mike Duncan, and a second by Mark Akaba, the STA TAC unanimously approved the recommendation as amended and highlighted ~~strikethrough~~ and *bold italics*.

**C. FY 2006-07 Federal Appropriations**

Dan Christians summarized the funding needs for the Vallejo Intermodal Station (\$65 million) and the Fairfield/Vacaville Intermodal Station (Phase I) (\$29 million). He outlined the proposed requests for FY 2006-07 Federal appropriations as follows: Vallejo Intermodal Station at \$4 million and Fairfield/Vacaville Intermodal Station (Phase I) at \$1.9 million.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2006-07 Federal appropriations requests for the Vallejo Intermodal Station (\$4 million) and the Fairfield/Vacaville Intermodal Station (\$1.9 Million).

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

**VII. INFORMATION ITEMS**

**A. Status of Development of County Transportation Expenditure Plan (CTEP)**

**and Review of Plan Elements**

Daryl Halls cited that STA staff and consultants are currently updating project cost estimates and funding plans for each potential project to be included in the expenditure plan. He stated that staff is working to ensure that a draft CTEP is ready for the public input process that would need to occur prior to adoption by the STIA Board of the plan in early February 2006 in preparation for the June 2006 ballot. Daryl also distributed at the meeting the STIA Public Meeting Schedule for the proposed Traffic Relief and Safety Plan for Solano County.

**B. Regional Measure 2 Allocation Requirements**

Jennifer Tongson stated that MTC held a RM 2 workshop on December 6, 2005. She reviewed the main topics covered in the RM 2 Regional Traffic Relief Plan Policies and Procedures (amended September 21, 2005) including allocation and funding agreements, eligible costs after allocation, project sponsor/implementing agency costs, one phase at a time, environmental process, preliminary engineering, timely use of funds, and reporting requirements.

**C. Federal Highway Administration Inactive Obligations Update**

Jennifer Tongson reviewed the "long-list" of 46 projects identified in Solano County totaling approximately \$5.5 million in unexpended funds and a "short-list" that consisted of 14 Solano County projects taken from the long list, which were targeted by FHWA for the first round of de-obligation.

- D. Ruling from Ninth Circuit Court of Appeals on Washington State's Implementation of Disadvantaged Business Enterprise (DBE) Program**  
Janet Adams cited that STA is currently preparing its DBE Program under the current guidelines from Caltrans. She commented that should Caltrans notify STA of required changes to the Program, then an amendment to this Program would likely be required.
- E. Project Monitoring and Delivery Update**  
Jennifer Tongson distributed a draft Federal Funding Obligation/Delivery Deadline and summarized the current status of all federal and state funded projects. She reviewed the pending allocation/obligation and award deadlines for STIP and STIP-TE Projects Programmed in FY 2005-06 and STP/CMAQ Funds with FY 2005-06 Obligation.

## **VIII. ADJOURNMENT**

The meeting was adjourned at 3:25 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 25, 2006.**





**Solano Transportation Authority  
Board Meeting Highlights  
January 11, 2006  
6:00 p.m.**

**TO:** City Council Members and Members of the Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masielat, STA Clerk of the Board  
**RE:** Summary Actions of the January 11, 2006 STA Board Meeting

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Following is a summary of the actions taken by the Solano Transportation Authority (STA) at the Board meeting of January 11, 2006. If you have any questions regarding specific items, please give me a call at 424-6075.

**BOARD MEMBERS PRESENT:**

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

**BOARD MEMBERS ABSENT:**

None.

**SELECTION OF 2006 STA CHAIR AND VICE CHAIR:**

Recommendation:

Approve the following:

1. Select the STA Chair and Vice Chair for 2006.

On a motion by Chair Courville, and a second by Member Spering, the STA Board unanimously approved the selection of Len Augustine (City of Vacaville) as Chair.

On a motion by Chair Courville, and a second by Vice Chair Augustine the STA Board unanimously approved the selection of Anthony Intintoli (City of Vallejo) as Vice Chair.

2. Request new Chair designate the Executive Committee.

Vice Chair Augustine notified the Board that he has designated Board Members Courville, Intintoli, and Spring as members of the 2006 Executive Board Committee.

#### **ACTION ITEMS - NON FINANCIAL**

##### **A. Request for Proposal (RFP) of Project Study Reports (PSRs)**

###### Recommendation:

Approve the following:

1. Authorize the STA Executive Director to have one consultant complete both the PSR for the SR 12/Church Road Improvements and the SR 12 – Rio Vista Bridge Study.
2. Authorize the STA Executive Director to issue the RFP to include provisions for the establishment of an eligibility list for PSR's that would be valid for the next three years.

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

##### **B. Request for Proposal (RFP) of Project Management Services**

###### Recommendation:

Authorize the Executive Director to issue a RFP for Project Management Services for the I-80 HOV Lane/Turner Parkway Overcrossing PSR.

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

##### **C. STA's FFY 2007 Federal Appropriations**

###### Recommendation:

Authorize the STA Board to approve STA's FFY 2007 Federal appropriations requests for the Vallejo Intermodal Station (\$4 million) and the Fairfield/Vacaville Intermodal Station (\$1.9 Million).

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

#### **ACTION ITEMS - FINANCIAL**

##### **A. STA's Annual Audit Report FY 2004-05**

###### Recommendation:

Accept the FY 2004-05 Annual Audit for STA.

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

## CONSENT CALENDAR ITEMS

On a motion by Member Woodruff, and a second by Member Messina, the staff recommendations for consent calendar items A through G were approved unanimously.

- A. **STA Board Minutes of December 14, 2005**  
Recommendation:  
Approve minutes of December 14, 2005.
- B. **Review Draft TAC Minutes of January 4, 2006**  
Recommendation:  
Receive and file.
- C. **STA Board Meeting Schedule for Calendar Year 2006**  
Recommendation:  
Adopt the STA Board meeting schedule for the 2006 calendar year.
- D. **FY 2005-06 1<sup>st</sup> Quarter Budget Report**  
Recommendation:  
Review and file.
- E. **Renewal of Membership with Solano Economic Development Corporation (EDC)**  
Recommendation:  
Approve the following:
  - 1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 per year for 2006.
  - 2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2007.
- F. **Pedestrian Advisory Committee Bylaws**  
Recommendation:  
Approve the Pedestrian Advisory Committee Bylaws.
- G. **Contract Amendment with Circlepoint for Public Input Facilitation and Materials for 2006 County Transportation Expenditure Plan**  
Recommendation:  
Authorize the Executive Director to amend the 2005 contract with Circlepoint to include up to an additional \$20,000 for public input facilitation and materials for the 2006 County Transportation Expenditure Plan.

## UPDATE FROM STAFF

- A. **Caltrans Report**  
Janet Adams cited that Caltrans provided a Solano County Storm Damage Summary (2006), which was included in the STA Board folders distributed at the meeting.

**B. MTC Report**  
None presented.

**C. STA Report**

**1. Federal Legislative Update**

Jayne Bauer stated that Mike Miller with the Ferguson Group will provide a Federal Legislative Update at the next meeting of the STA Board on February 8, 2006.

Jayne Bauer also provided an update to the following:

- Executive Committee will be meeting with State Legislators in Sacramento on Wednesday, February 1, 2006.
- Federal Legislative Trip in Washington D.C. is April 3-6, 2006.

**2. 2005 STA Board Highlights**

Daryl Halls presented and highlighted the STA's 2005 Year in Review.

**INFORMATIONAL ITEMS: (No Discussion Necessary)**

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

**B. Federal Highway Administration Inactive Obligations Update**

**C. Project Monitoring and Delivery Update**

**D. Funding Opportunities Summary**

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



**Solano Transportation Improvement Authority  
Board Meeting Highlights  
January 11, 2006  
7:00 p.m.**

**Notice to the Public:**

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

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STIA Clerk of the Board  
**RE:** Summary Actions of the January 11, 2006 STIA Board Meeting

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Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a Board meeting held on January 11, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

**BOARD MEMBERS PRESENT:**

Jim Spering (Chair)	City of Suisun City
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Len Augustine	City of Vacaville
Anthony Intintoli	City of Vallejo
John Silva (Alternate Member)	County of Solano

**BOARD MEMBERS ABSENT:**

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

None presented.

**ACTION ITEMS: NON FINANCIAL**

**A. Final Supplemental Programmatic Environmental Impact Report (EIR) for the County Transportation Expenditure Plan**

Recommendation:

Approve the attached STIA Resolution No. 2006-01 certifying the Final Programmatic Environmental Impact Report Prepared for the County Transportation Expenditure Plan, Making Findings, and Issuing a Statement of Overriding Considerations.

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

**B. STIA Release of Draft Traffic Relief and Safety Plan (TRSP) for Public Input and Comment**

Recommendation:

Approve the following:

1. The designation of the draft 2006 County Transportation Expenditure Plan as follows, "The Traffic Relief and Safety Plan for Solano County."
2. The distribution of the draft County Transportation Expenditure Plan for public review and input prior to adoption of the final draft plan by the STIA Board (to be provided under separate cover).
3. Schedule a special meeting of the STIA Board for February 1, 2006, at 6 pm, to review all public input received and consider approval of the County Transportation Expenditure Plan and placement of a local sales tax measure for transportation on the ballot for June 2006.

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

**CONSENT CALENDAR ITEMS:**

Recommendation:

Approve the following consent items in one motion.

**A. STIA Board Minutes of October 12, 2005**

Recommendation:

Approve minutes of October 12, 2005.

**B. STIA Board Meeting Schedule for Calendar Year 2006**

Recommendation:

Adopt the STIA Board meeting schedule for the 2006 calendar year.

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

**INFORMATIONAL ITEMS:**

- A. Transportation Sales Tax Ordinance; Provision for Public Vote on Changes to Expenditure Plan**
- B. Overview of Status Public Input Process for the 2006 Traffic Relief and Safety Plan**

**ADJOURNMENT:**

The next scheduled meeting will be a **Special Meeting at 6:00 p.m., Wednesday, February 1, 2006 at the Suisun City Hall.**





DATE: January 17, 2006  
TO: STA TAC  
FROM: Johanna Masiplat, Acting Clerk of the Board  
RE: STA 2006 Board Meeting Calendar Update

**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. STA 2006 Board Meeting Calendar



2006 BOARD MEETING SCHEDULE

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





DATE: January 19, 2006  
 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>
Office of Traffic Safety (OTS) Grant	Michele Meadows, OTS (916) 262-0864	January 31, 2006
MTC Local Streets and Roads Shortfall Program – Third Cycle	Jennifer Tongson, STA (707) 424-6013	February 10, 2006
Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program	Dana Lang, MTC, (510) 817-5764	February 24, 2006
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong (303) 449-4893	February 27, 2006
Solano Bicycle and Pedestrian Program (SBPP)	Robert Guerrero, STA (707) 424-6014	March 9, 2006
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	Call for Projects in January 2006, Due in March 2006
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	Call for Projects in January 2006 Due date TBD



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*FUNDING OPPORTUNITY:*

**Office of Traffic Safety (OTS) Grant**

Due January 31, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Office of Traffic Safety (OTS) Grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: State governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: OTS offers traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions.

Funding Available: \$70 million in OTS funds is commonly available each fiscal year.

Example Projects: Solano County 2005 Traffic Safety Grant Awards

- Fairfield, "Safe Passage", Lidar speed signs on Air Base \$61,500
- Fairfield Police Department, \$342,648
- Suisun City Police Department, \$90,000
- Vallejo Police Department, \$125,000

Further Details: <http://www.ots.ca.gov>

Program Contact Person: Michele Meadows, (916) 262-0864, [mmeadows@ots.ca.gov](mailto:mmeadows@ots.ca.gov)

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

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*FUNDING OPPORTUNITY:*

**MTC Local Streets and Roads Shortfall Program – Third Cycle**

Due February 10, 2006

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the MTC Local Streets and Roads (LS&R) Shortfall Program – Third Cycle 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, County, Congestion Management Agencies (CMAs) or an equivalent agency.

Program Description: Funds to rehabilitate local streets and roads.

Funding Available: Solano County’s share of Third Cycle LS&R funds is \$3,420,000.

Eligible Projects: Nominated projects recommended by the STA Board on December 14, 2005 (Agenda Item VII. J).

The proposed project must address *pavement rehabilitation and preventive maintenance needs on roads that are federally eligible* (included under the federal-aid system). Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program.

Further Details: [http://www.mtc.ca.gov/funding/lsr\\_cfp.htm](http://www.mtc.ca.gov/funding/lsr_cfp.htm)

STA staff will be responsible for submitting the project applications via WebFMS (online TIP system) by February 10, 2006. **Project sponsors have until February 22, 2006 to submit the required Resolutions, Legal Opinion, and Certification of Assurances.**

Program Contact Person: Craig Goldblatt, MTC, (510) 817-5837

STA Contact Person: Jennifer Tongson, Assistant Project Manager, (707) 424-6075

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*FUNDING OPPORTUNITY:*

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

Due February 24, 2006

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

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

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

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

Example Projects: 2003-04 FTA 5310 funded project:  
STA – Two Solano Paratransit Buses - \$92,800 in FTA Section 5310 funds.

Other example projects include vans, small buses, computers, software, and mobile radios.

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

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

STA Contact Person: Jennifer Tongson, Assistant Project Manager, (707) 424-6075

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*FUNDING OPPORTUNITY:*

**Bikes Belong Grant Program**

Due by February 27, 2006

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

Previously Funded Projects:

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

Funding Contact: Elizabeth Train, Grants Program Administrator  
Bikes Belong Coalition  
<http://bikesbelong.org>  
1245 Pearl Street, Suite 212  
Boulder, Colorado 80302-5253  
(303) 449-4893

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

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

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

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

- Eligible Project Sponsors:** Groups who are responsible for the construction and maintenance of bicycle and pedestrian facilities are eligible. They are also subject to the requirements of TDA Article 3 funding, Countywide Bicycle and Pedestrian Program, and possibly Air District programs such as Transportation for Clean Air funds.
- Program Description:** SBPP funds are intended to implement mainly priority bicycle and pedestrian projects found in the Solano Countywide Bicycle and Pedestrian Plans.
- Funding Available:** Funding available to this program will be subject to an adopted Alternative Modes Funding Strategy currently in development.
- Eligible Projects:** Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.
- Further Details:** SBPP Schedule:
- **Project Sponsor SBPP Application Workshop February 22, 2006** (after the TAC meeting).
  - Joint BAC/PAC Funding Recommendation Meeting  
May 11, 2006
  - TAC makes an SBPP Funding Recommendation to STA Board  
May 31, 2006
  - STA Board makes a SBPP Funding Decision  
June 14, 2006
- STA Contact Person:** Robert Guerrero, STA Associate Planner, (707) 424-6014
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*FUNDING OPPORTUNITY:*

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

Call for Projects, January 2006  
Due March 2006

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

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

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

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

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*FUNDING OPPORTUNITY:*

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

Call for projects in January  
Due date to be determined

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TO: 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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DATE: January 13, 2006  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Amended State Route 12 East Prioritization and Implementation Strategy

**Background:**

The Major Investment Study (MIS) for State Route (SR) 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 development impacts along the corridor. Similar to the process used for the I-80/I-680/I-780 Major Investment & Corridor Study, the Operational Strategy is an iterative process used to look at safety and congestion in the corridor. The analysis identified a recommended implementation plan for needed improvements and proposed funding strategies for projects (Attachment A).

The proposed draft implementation plan was circulated to Caltrans and STA member agencies for initial review and comments in January 2005. On April 7, 2005, the SR 12 Steering Committee initially reviewed the report and initial comments received from Caltrans.

Further comments were received from Caltrans on September 23, 2005 and October 27, 2005. In the October 27<sup>th</sup> letter, Dana Cowell, Caltrans District 4 Deputy Director for Planning commended the STA for taking the next steps towards identifying, prioritizing and developing transportation improvements between I-80 and Rio Vista and tentatively agreed with the prioritization of capital improvements listed in the report. However, he also stated that Caltrans "believes that more comprehensive traffic forecasting and traffic operational analysis needs to be conducted before we can fully concur with the suggested order of improvements. A higher level of analysis should be used at the Project Study Report (PSR) and/or Project Report (PR) level before any of the recommended improvements can move forward. This project scoping level of analysis could ultimately affect the priority of project implementation in the corridor."

On October 31, 2005, the SR 12 Steering Committee also requested additional analysis to identify safety improvements and enforcement that should be made on the corridor. STA staff concurs with Caltrans and the SR 12 Steering Committee that more detailed

prioritization analysis needs to be conducted. By early 2006, STA and City of Rio Vista expect to commence the update of the Major Investment Study using the new Solano Napa Travel Demand Model in concert with the recently received Federal Earmark for the SR 12 Realignment and Rio Vista Bridge Study. This updated MIS would have a greater emphasis on short-range safety improvements (based on recent data compiled including the STA's Travel Safety Study – Phase 2). The updated MIS would be completed in tandem with a proposed Project Study Report that is being recommended under a separate staff recommendation for the SR 12/Church Road Improvements.

STA Board member and Rio Vista Mayor Ed Woodruff also recently submitted a letter dated October 25, 2005, requesting the following:

- A. Assistance to increase enforcement to address safety and speeding problems along SR 12;
- B. Reinstating the double-fine zone;
- C. Raising the priority of SR 12 safety improvement projects and having these projects funded and constructed as soon as possible; and
- D. Installing center line concrete median barriers between SR 113, Olsen Road and the city limits of Rio Vista.

Until additional higher level and more detailed analysis can be conducted with Caltrans over the next year or so, staff proposes to use the proposed projects (Attachment A) as an interim list of priorities for the SR 12 East Corridor.

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 future State and Federal funding.

Staff plans to reconvene the SR 12 Steering in 2006 to keep this matter on a high level of priority; review the progress being made to further conduct these more detailed analyses and provide input on the implementation improvements already programmed along the corridor in conjunction with initiation of the SR 12 Realignment and Rio Vista Bridge Study.

On November 30, 2005, the STA TAC unanimously recommended the STA Board approve the attached SR 12 East Prioritization and Implementation Strategy with the understanding that additional operational analysis needs to be conducted as part of future studies and analyses being conducted along the SR 12 East Corridor. At that time, the TAC also requested that the amendment to the operational report be prepared incorporating traffic interconnection/ synchronization from Fairfield to Suisun City under safety related projects.

On December 14, 2005, the STA Board approved the SR 12 East Prioritization and Implementation Strategy. However, the amendment regarding traffic synchronization had inadvertently not yet been incorporated into the consultants report. On January 6, 2006, Korve Consultants amended their report to incorporate the TAC's recommendation (Attachment A).

**Fiscal Impact:**

None

**Recommendation:**

Forward a recommendation to the STA Board to approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.

Attachment:

- A. Amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.





January 6, 2006

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

**RE: STATE ROUTE 12 MIS IMPROVEMENTS – DRAFT PRIORITIZATION #3**

Dear Mr. Christians:

Korve Engineering, Inc. is pleased to submit this revised report to summarize the prioritization of the improvement recommendations developed as part of the State Route 12 Major Investment Study (SR 12 MIS). Based on Caltrans comments, an AM peak hour analysis has been conducted to prioritize westbound improvements.

The projects recommended for safety concerns 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 provide adequate 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
- 3h Signal Interconnection – Fairfield and Suisun City

**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

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With Offices in:

San Jose  
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## 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
3h	Signal Interconnection – Fairfield to Suisun	n/a

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

## PRIORITIZATION OF CAPACITY IMPROVEMENTS

The future analysis performed in the SR 12 MIS used County model projections for the PM peak period. The model did not forecast AM peak hour volumes and AM peak hour analysis was not included in the scope of the original MIS. The existing AM peak hour intersection level of service were the same as the PM peak hour LOS for all intersections under evaluation with the exception of Pennsylvania Avenue, which was LOS B in the AM peak and LOS D in the PM peak hour. The existing LOS for all segments under evaluation was the same during both peak hours with the exception of SR 12 through Rio Vista, which was LOS B in the AM peak hour and LOS C in the PM peak hour. As a result, the PM peak hour was determined to be the more critical peak period in the MIS.

During the AM peak hour, the westbound traffic flow is higher, and in the PM peak hour the eastbound traffic flow is higher, reflecting prevailing commute patterns. Although the eastbound traffic during the PM peak hour is the critical time and direction, an AM peak hour analysis was conducted to evaluate the potential demand for westbound improvements based on traffic patterns when westbound flow is at its heaviest. Due to the lack of future AM traffic forecasts from the original MIS, the AM peak hour segment volumes were calculated by reversing the direction of the PM peak hour volumes and

factoring them down to reflect lower morning peak hour traffic volumes. Based on recent AM and PM peak hour traffic counts on SR 12 at the Beck, Pennsylvania, Main, and Sunset intersections, it was determined that total AM peak hour existing traffic volumes at these four intersections were approximately 15 percent less than during the PM peak hour. Using these volumes, volume/capacity analysis was performed for both the AM peak hour in the westbound direction and the PM peak hour in the eastbound direction.

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 described above. 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.

Highway capacities at intersections were determined by the allocated highway green time at each intersection. Thus, the segment capacity is decreased by the amount of green time given to minor street approaches. For example, the SR 12 eastbound approach at the Pennsylvania Avenue / SR 12 intersection has about 75 percent green time, so the capacity would be 3,600 multiplied by 0.75, which results in highway throughput capacity at the intersection of 2,700 vehicles per hour.

### **TRAFFIC SIGNAL WARRANTS**

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

- SR 12 / SR 113;
- SR 12 / Lambie Road / Shiloh Road; and
- 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 at these locations is 75 vehicles per hour 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 / SR 113 – Satisfies signal warrant in 2000;
- SR 12 / Lambie Road / Shiloh Road – Satisfies signal warrant in 2005; and
- SR 12 / Church Road – Satisfies signal warrant in 2006.

A current traffic signal warrant analysis using existing counts at the time of signal installation should be performed at these intersections before a signal is installed. The peak hour volume traffic signal warrant worksheets are included with this report.

## VOLUME/CAPACITY ANALYSIS

The attached figures show the progression in volume/capacity ratios from the present to 2025 for during the peak hour for each direction. Figures 1 through 12 illustrate the volume/capacity ratios for the eastbound direction (PM peak hour). Figures 13 through 18 illustrate the volume/capacity ratios for the westbound direction (AM peak hour).

Non-directional improvements (i.e. intersection enhancements and new bridge) are driven by the peak direction, but require implementation for both directions simultaneously. Directional improvements (i.e. road widening) are dependent on the peak flow in that direction.

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 and strategy of implementation for the capacity related improvements.

TABLE 2: SR 12 CAPACITY-RELATED IMPROVEMENT PRIORITIZATION

IMPROVEMENT	DATE	IMPLEMENTATION STRATEGY
4a Geometric Improvements at Pennsylvania Avenue	2005	Intersection improvements do not require directional implementation
4b Traffic Signal and Improvements at Lambie/Shiloh	2005	Intersection improvements do not require directional implementation
4c Traffic Signal at SR113/SR 12	2005	Intersection improvements do not require directional implementation
6f Traffic Signal at Church Road	2006	Intersection improvements do not require directional implementation
6d Grade Separation at Pennsylvania Avenue	2009	Intersection improvements do not require directional implementation
6e Left Turn Lanes at Lambie/Shiloh	2010	Intersection improvements do not require directional implementation
6f Rio Vista Bridge	2010	Does not require directional implementation
6c Install median barrier & shoulders from Walters Road to Rio Vista City Limit <sup>1</sup>	2010	<b>Eastbound</b> – Begin Widening at Walters Road
6b Widen to Six Lanes - I-80 to Webster/Jackson	2016	<b>Eastbound</b> – Begin widening at I-80
6a Widen to Four Lanes - Rio Vista Limit to River Road <sup>2</sup>	2017	<b>Eastbound</b> – Begin widening at Rio Vista Limit
6b Widen to Six Lanes - I-80 to Webster/Jackson	2022	<b>Westbound</b> – Begin widening at Webster/Jackson

<sup>1</sup>The segment of SR 12 between Walters Road and Summerset Road does not need median and shoulders to increase capacity. The barrier and shoulder is a safety improvement, and should be prioritized with other safety improvements.

<sup>2</sup>The prioritization of SR 12 widening between Summerset Road and the Sacramento River should be revisited after the installation of the median and shoulders. The theoretical increased capacity gained from the median and shoulder installation should accommodate 2025 traffic volumes.



MR. DAN CHRISTIANS  
JULY 20, 2005  
PAGE 5

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.**

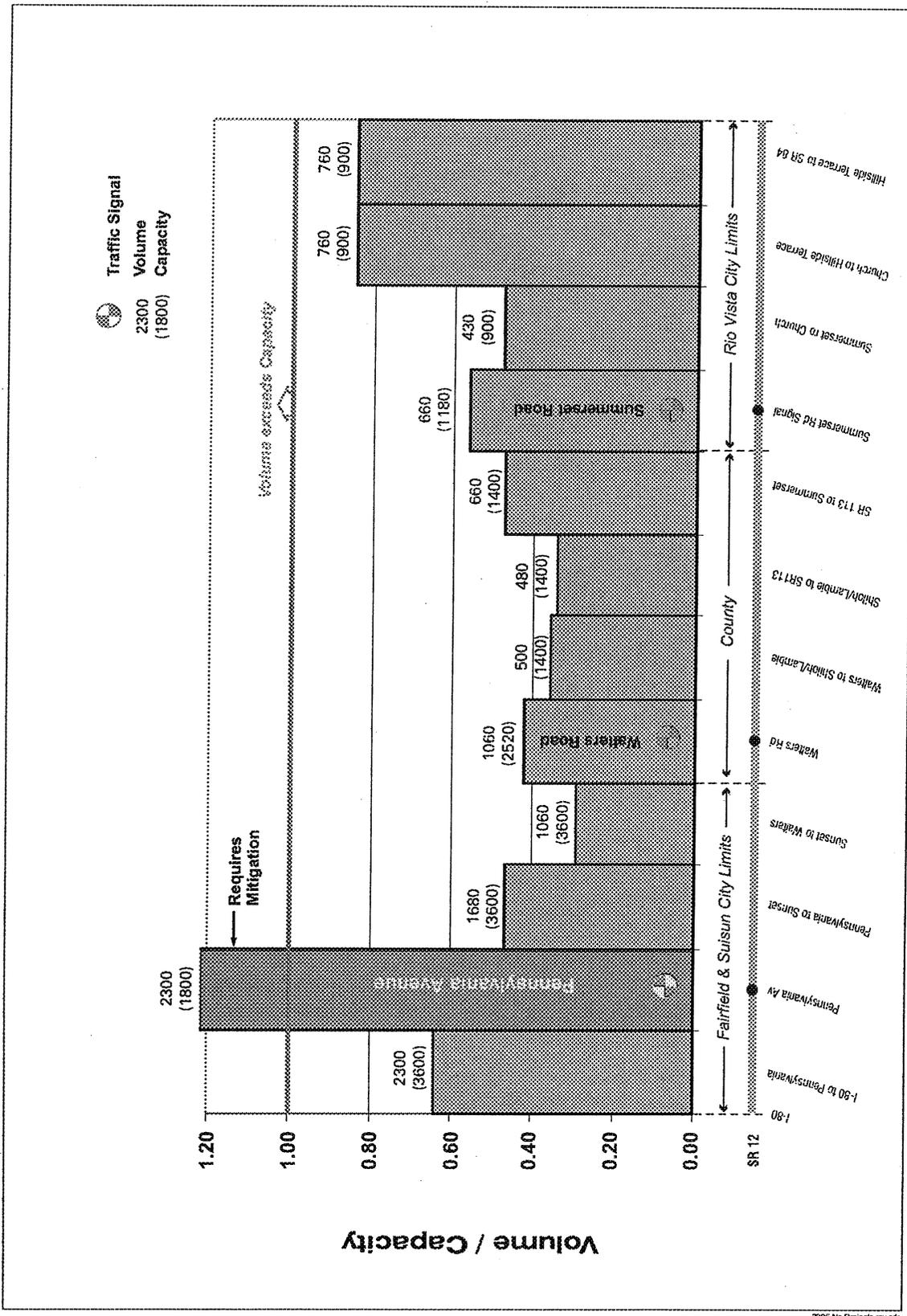
A handwritten signature in black ink, appearing to read 'Bill Burton', is written over the typed name.

Bill Burton, PE  
Senior Traffic Engineer

Attachment

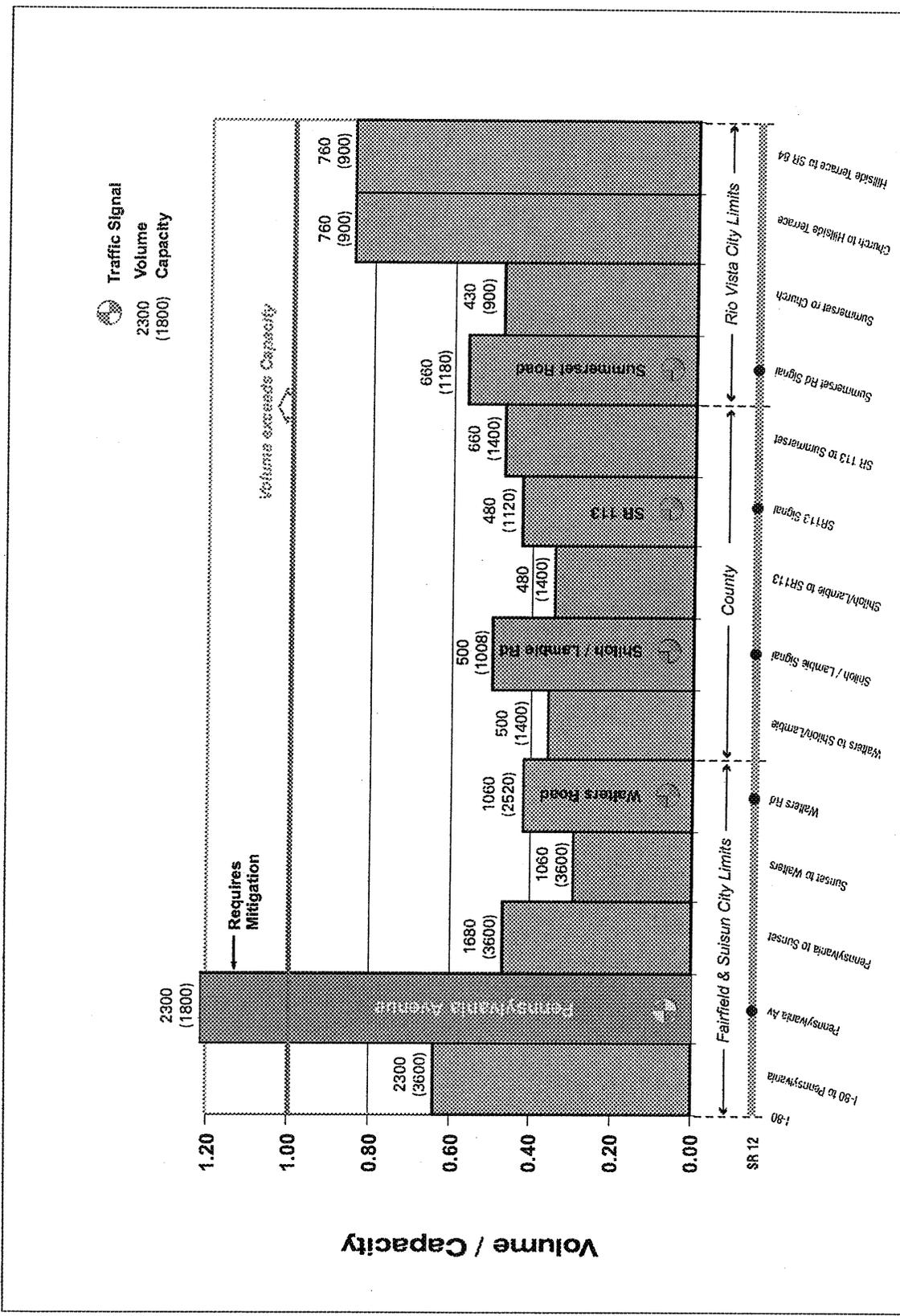
Volume/Capacity Figures

Traffic Signal Warrant Worksheets



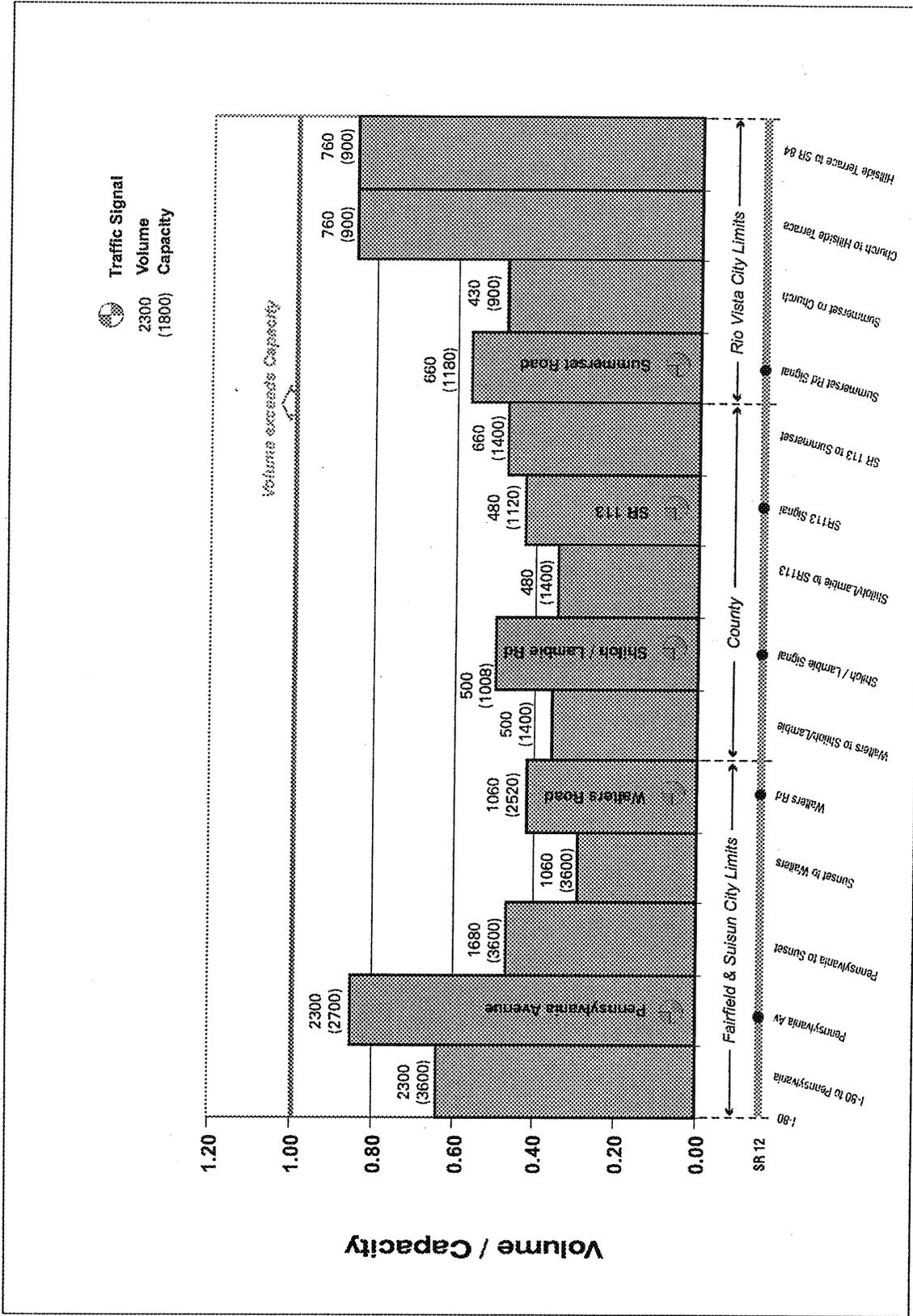
SR 12 PRIORITIZATION  
**Figure 1**  
**EASTBOUND 2005 WITH NO PROJECTS**  
 PM Peak Hour





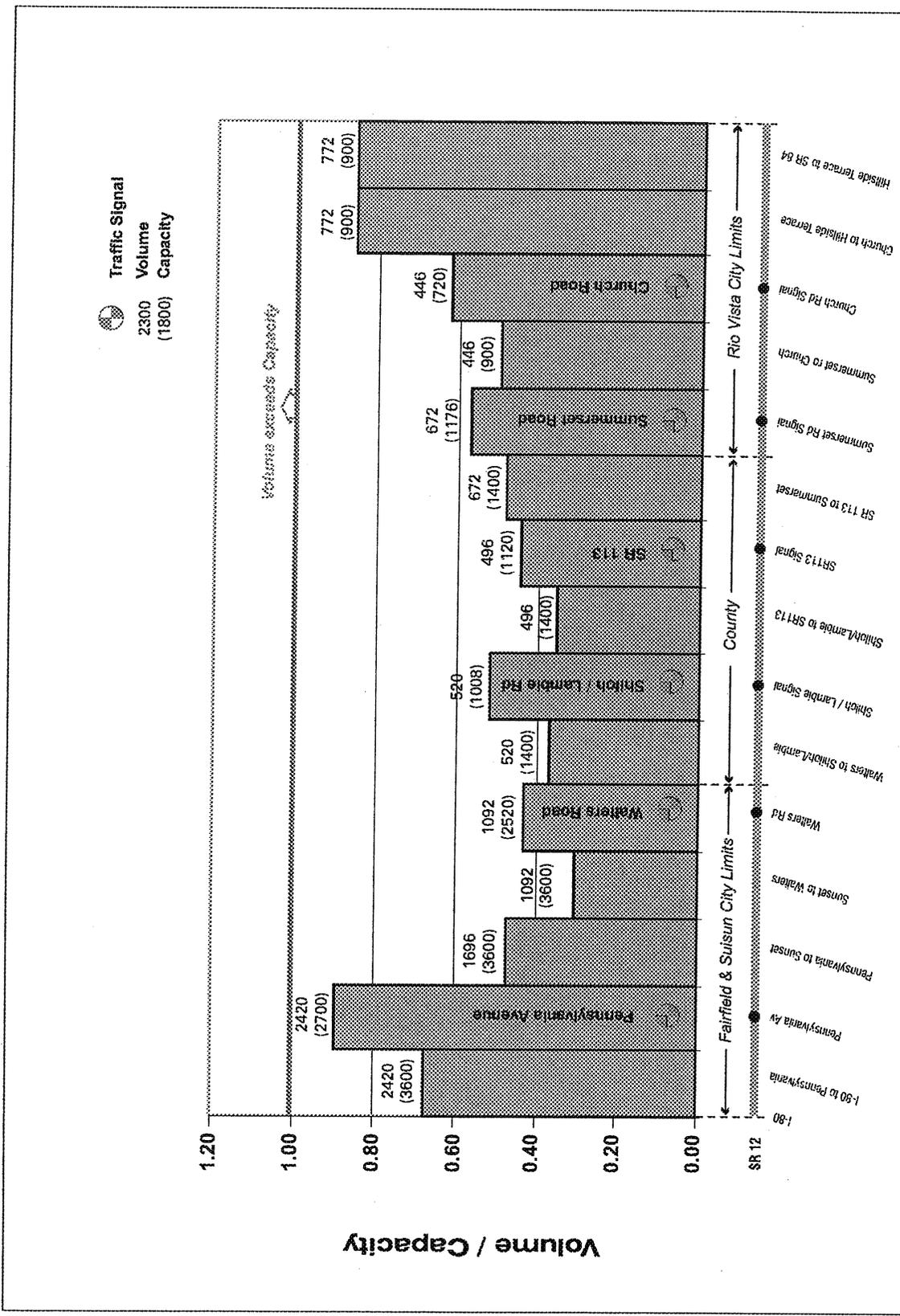
SR 12 PRIORITIZATION  
**Figure 2**  
**EASTBOUND 2005 WITH TRAFFIC SIGNALS AT SHILOH/LAMBIE AND SR 113**  
 PM Peak Hour





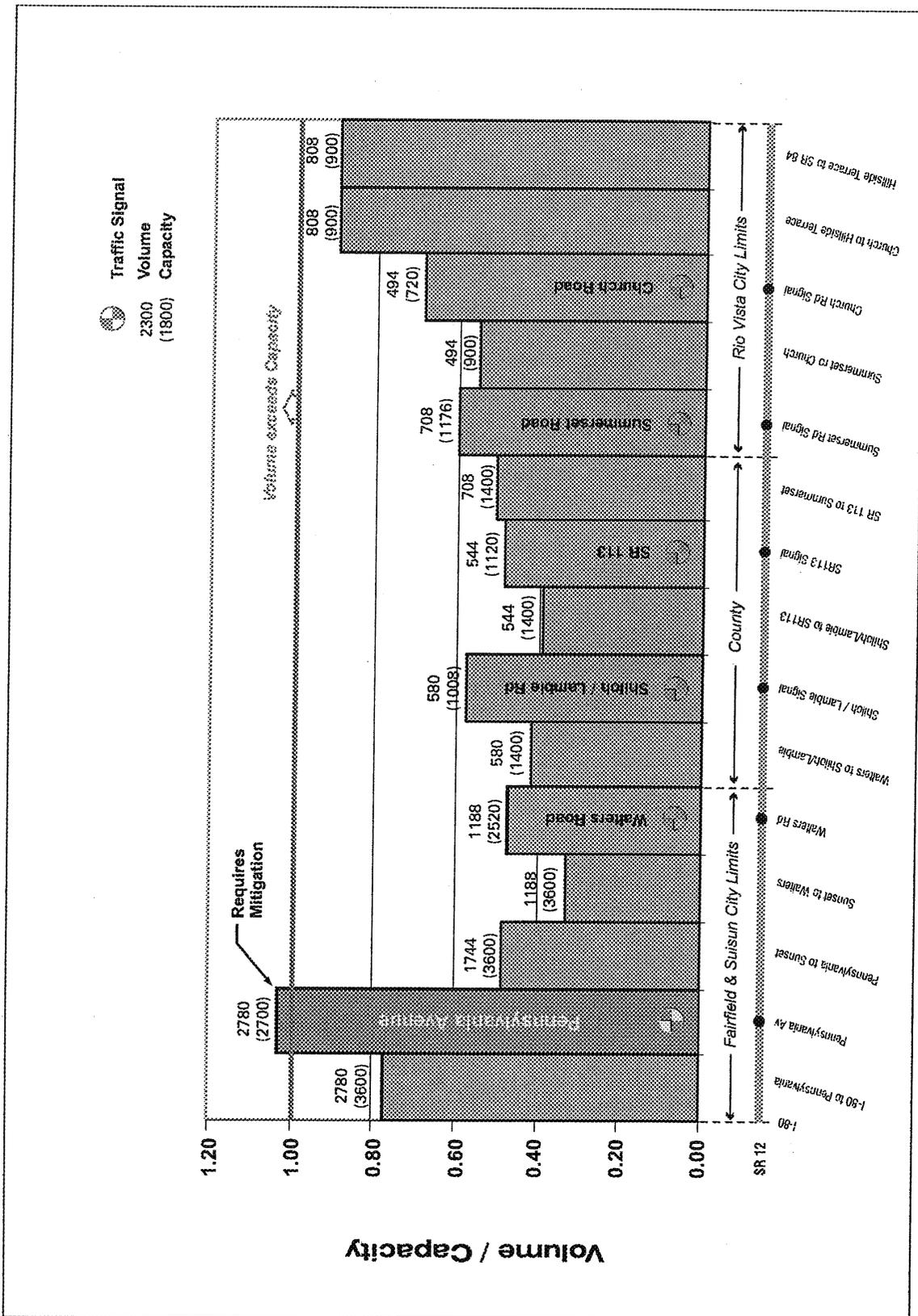
SR 12 PRIORITIZATION  
**Figure 3**  
**EASTBOUND 2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA**  
 PM Peak Hour





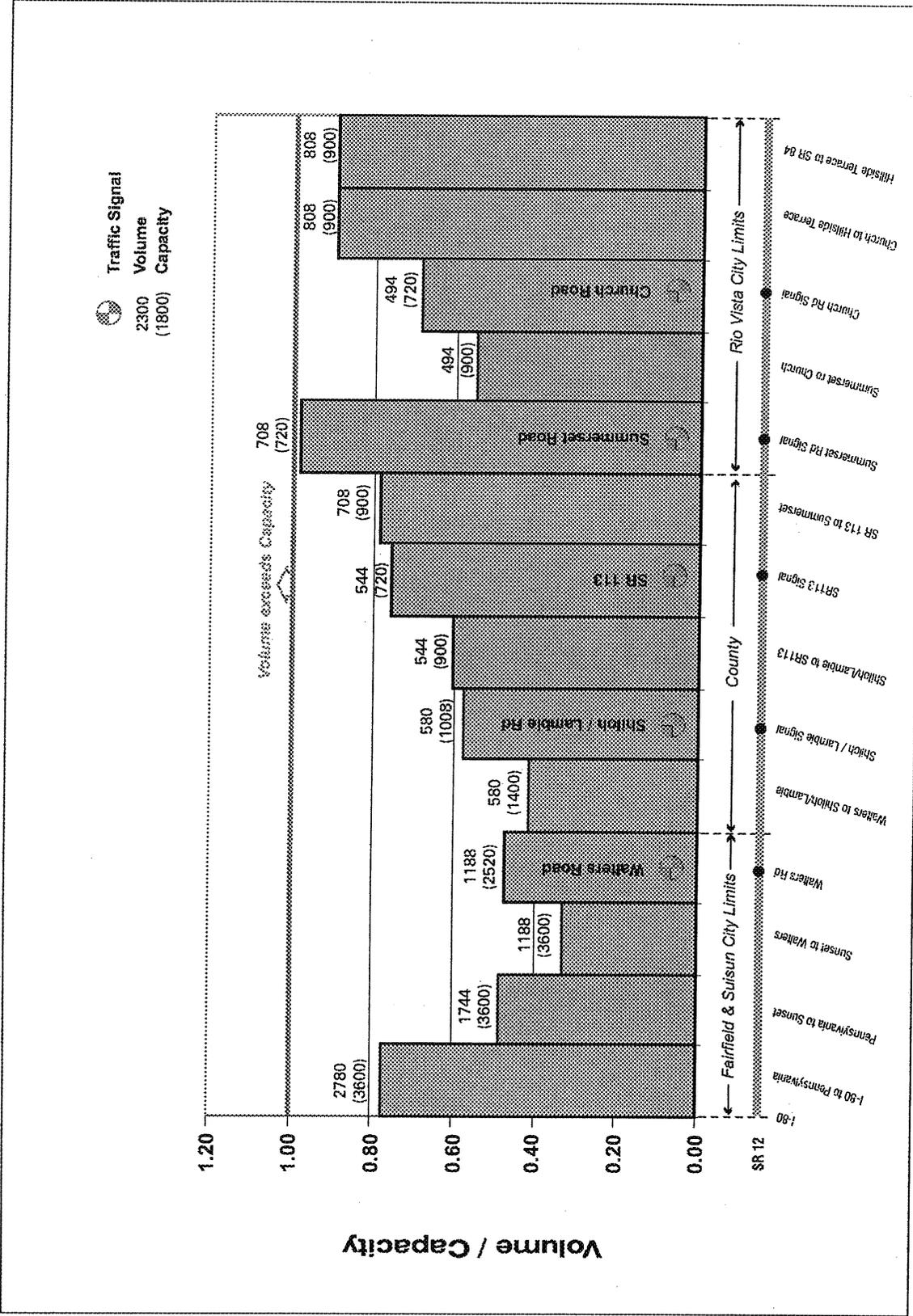
SR 12 PRIORITIZATION  
 Figure 4  
 EASTBOUND 2006 WITH TRAFFIC SIGNALS AT CHURCH ROAD  
 PM Peak Hour





SR 12 PRIORITIZATION  
**Figure 5**  
**EASTBOUND 2009 WITH SCHEDULED PROJECTS**  
**PM Peak Hour**

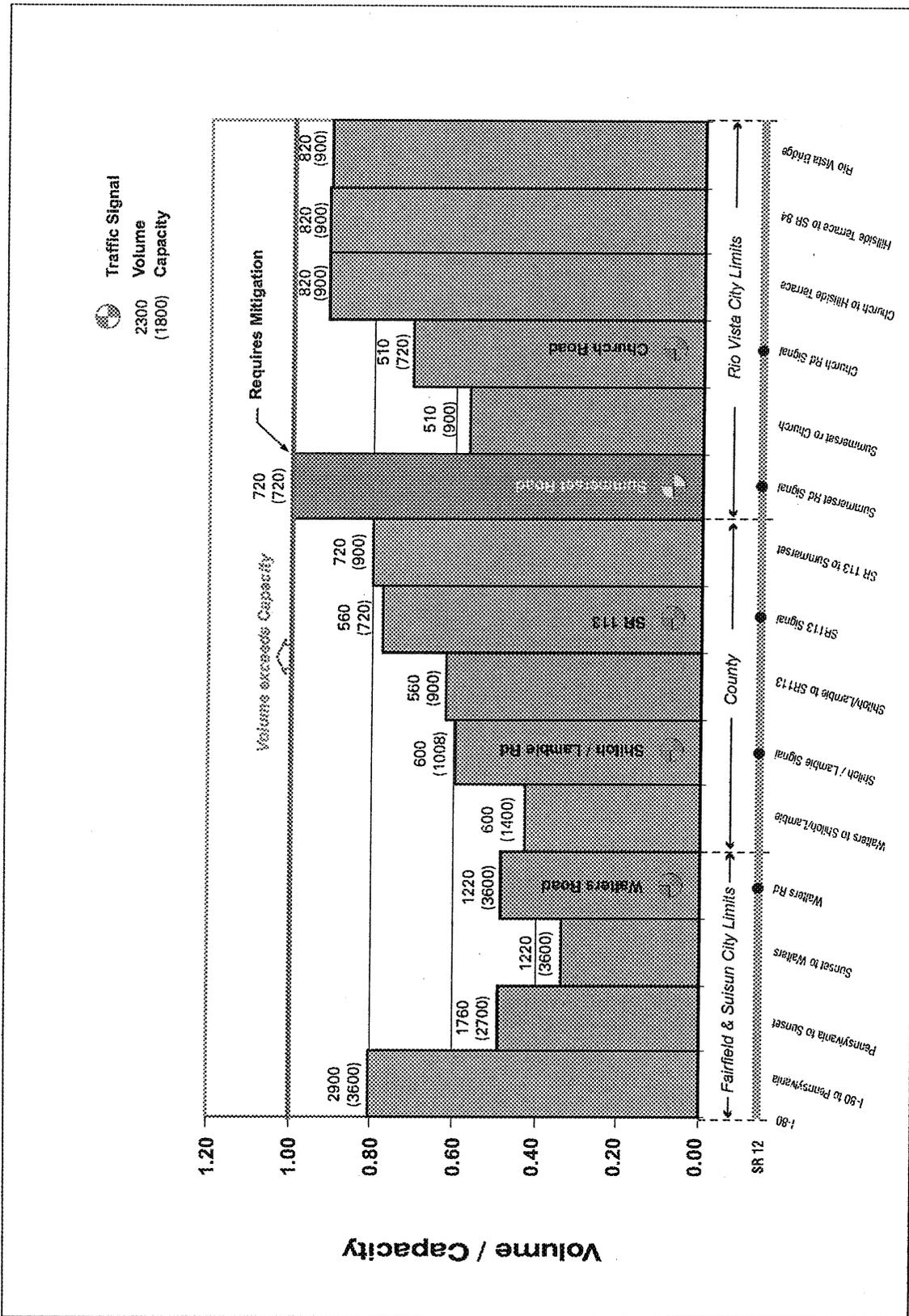




SR 12 PRIORITIZATION  
**Figure 6**  
**EASTBOUND 2009 WITH PENNSYLVANIA GRADE SEPARATION**  
**PM Peak Hour**



2008 W Penn Grade Sep.doc



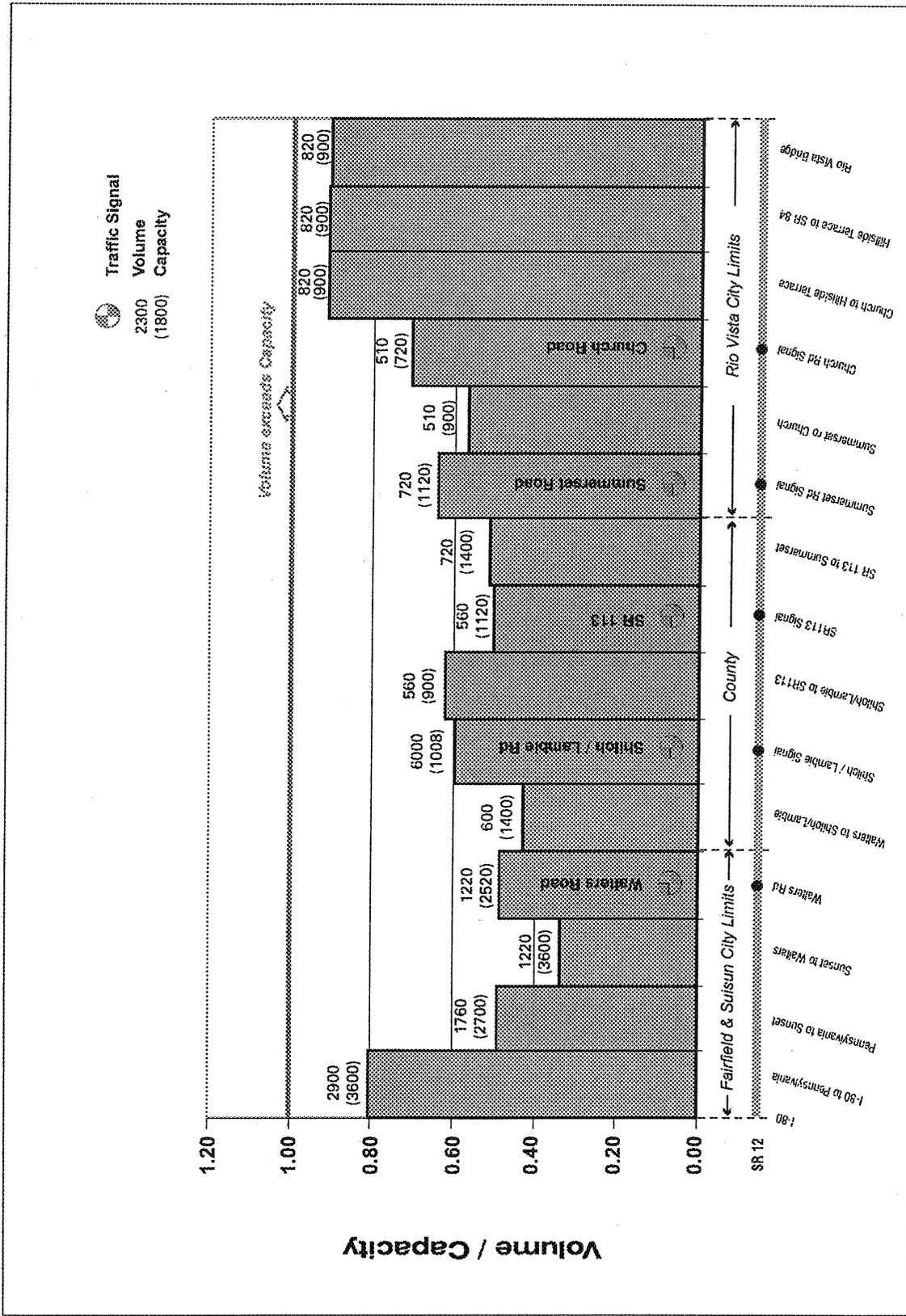
**SR 12 PRIORITIZATION**

**Figure 7**

**EASTBOUND 2010 WITH SCHEDULED PROJECTS**

**PM Peak Hour**

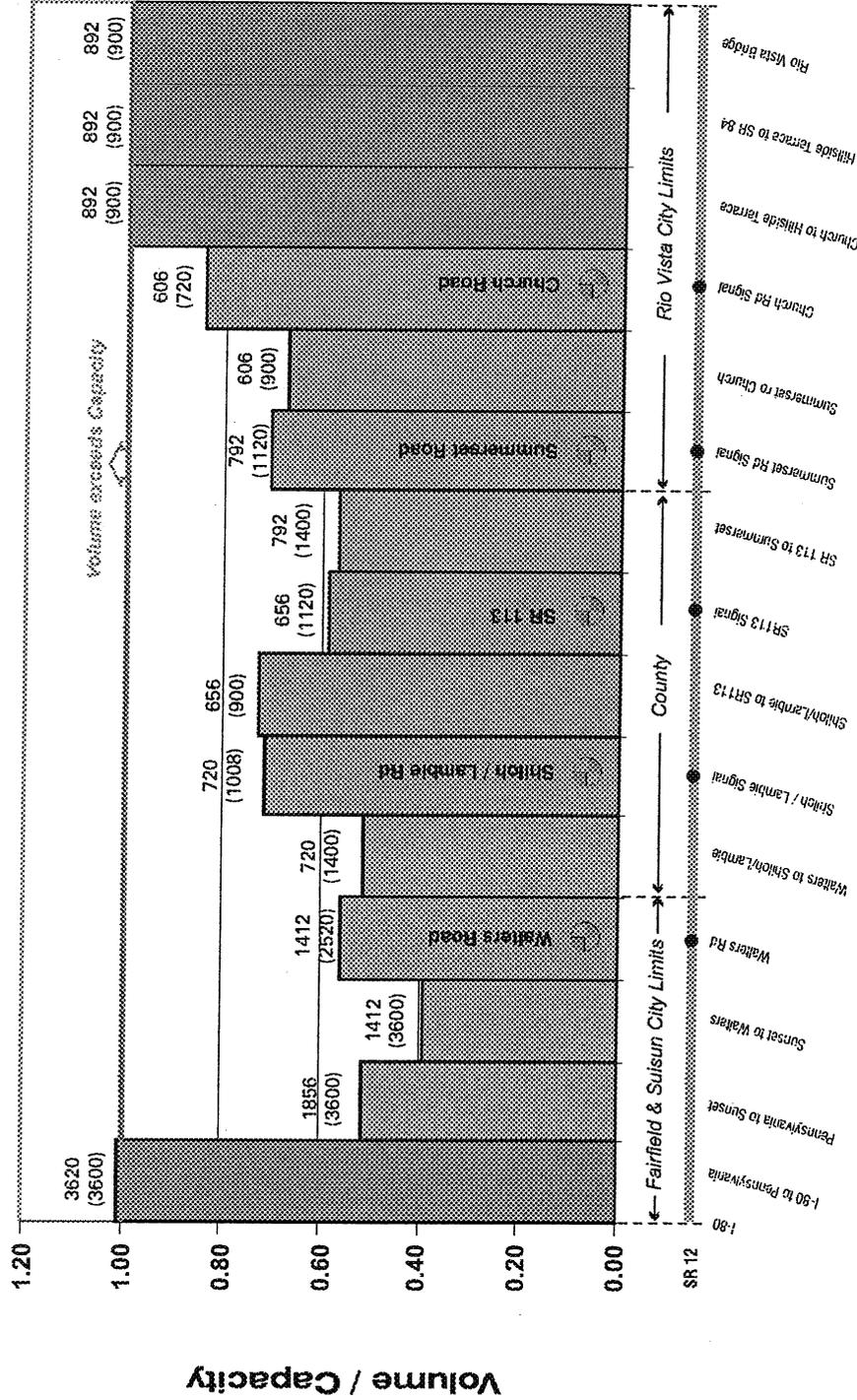




SR 12 PRIORITIZATION  
**Figure 8**  
**EASTBOUND 2010 WITH MEDIAN AND SHOULDERS**  
**PM Peak Hour**



 Traffic Signal  
 2300 Volume  
 (1800) Capacity

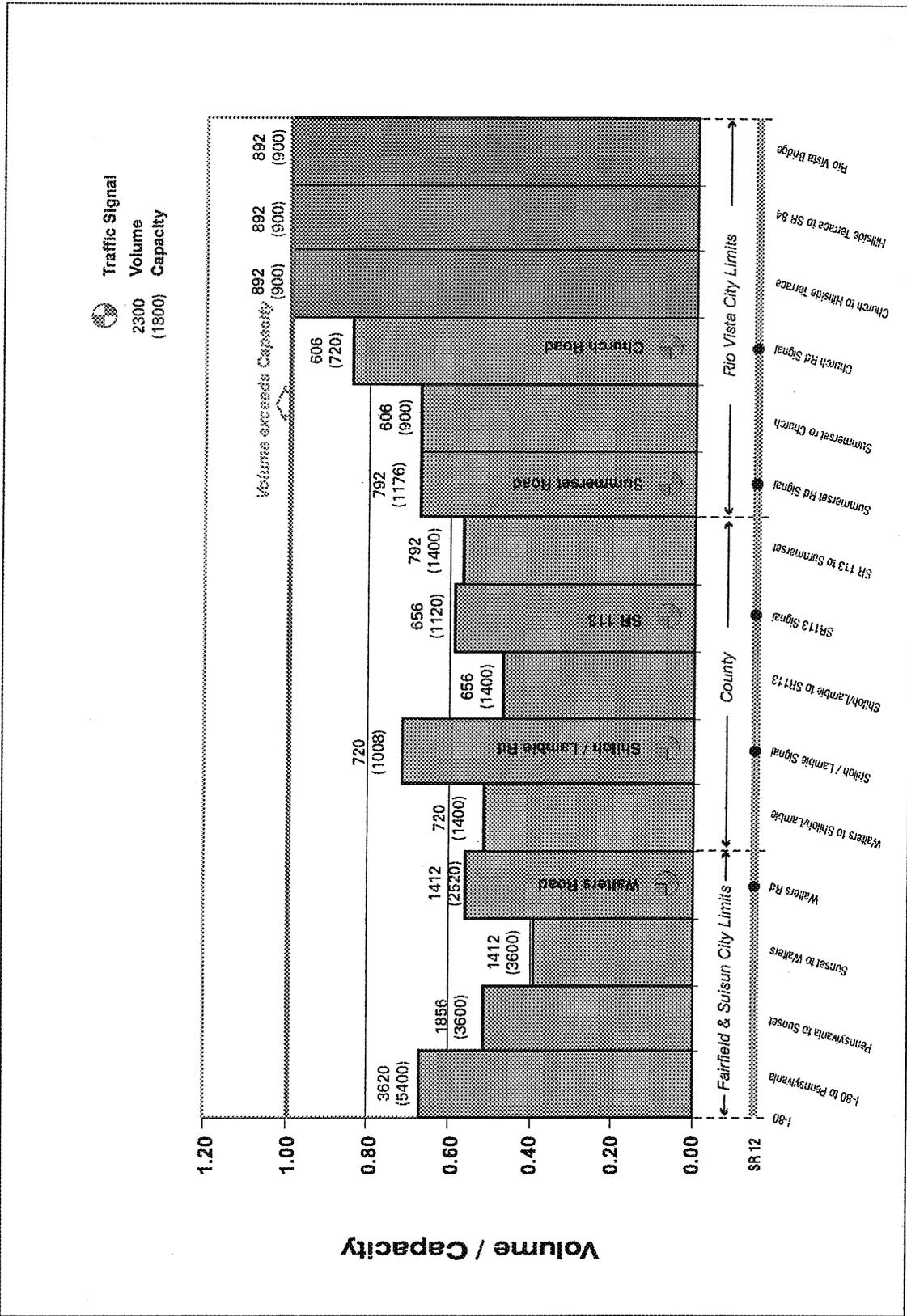


SR 12 PRIORITIZATION

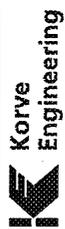
Figure 9  
**EASTBOUND 2016 WITH SCHEDULED PROJECTS**  
 PM Peak Hour

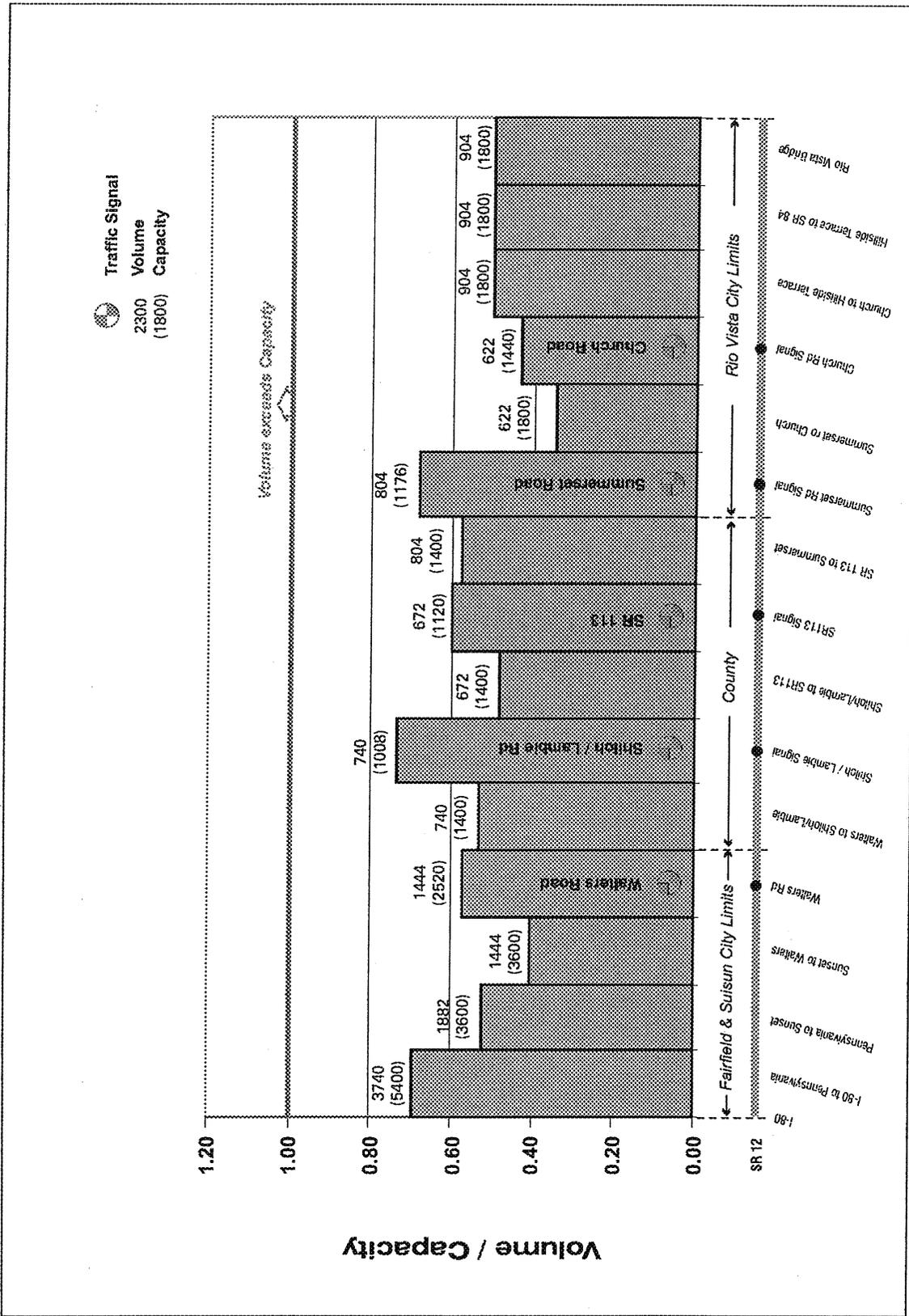


2016 w. Schwab&Lund



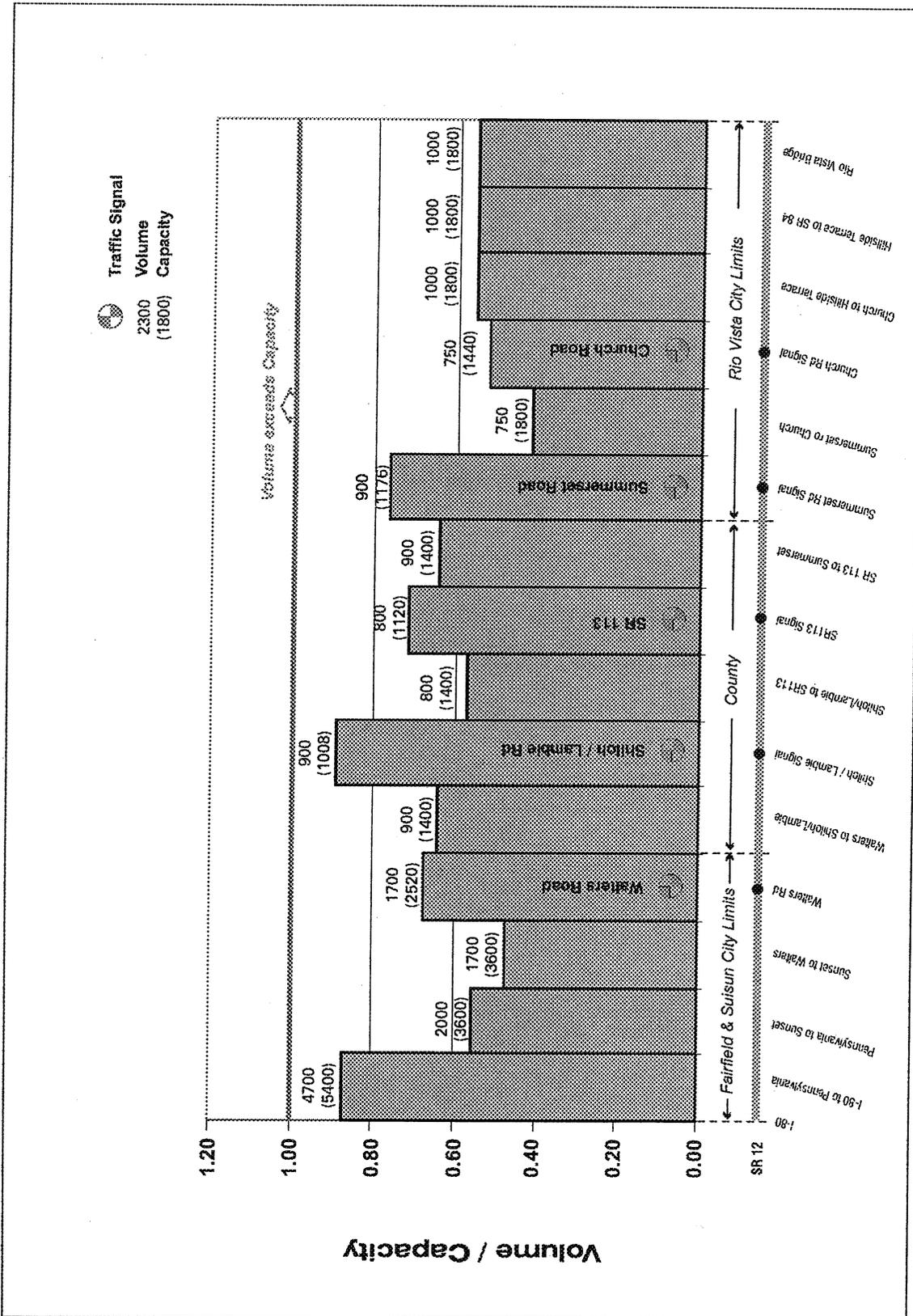
**SR 12 PRIORITIZATION**  
**Figure 10**  
**EASTBOUND 2016 WITH WIDENING FROM I-80 TO WEBSTER/JACKSON**  
**PM Peak Hour**





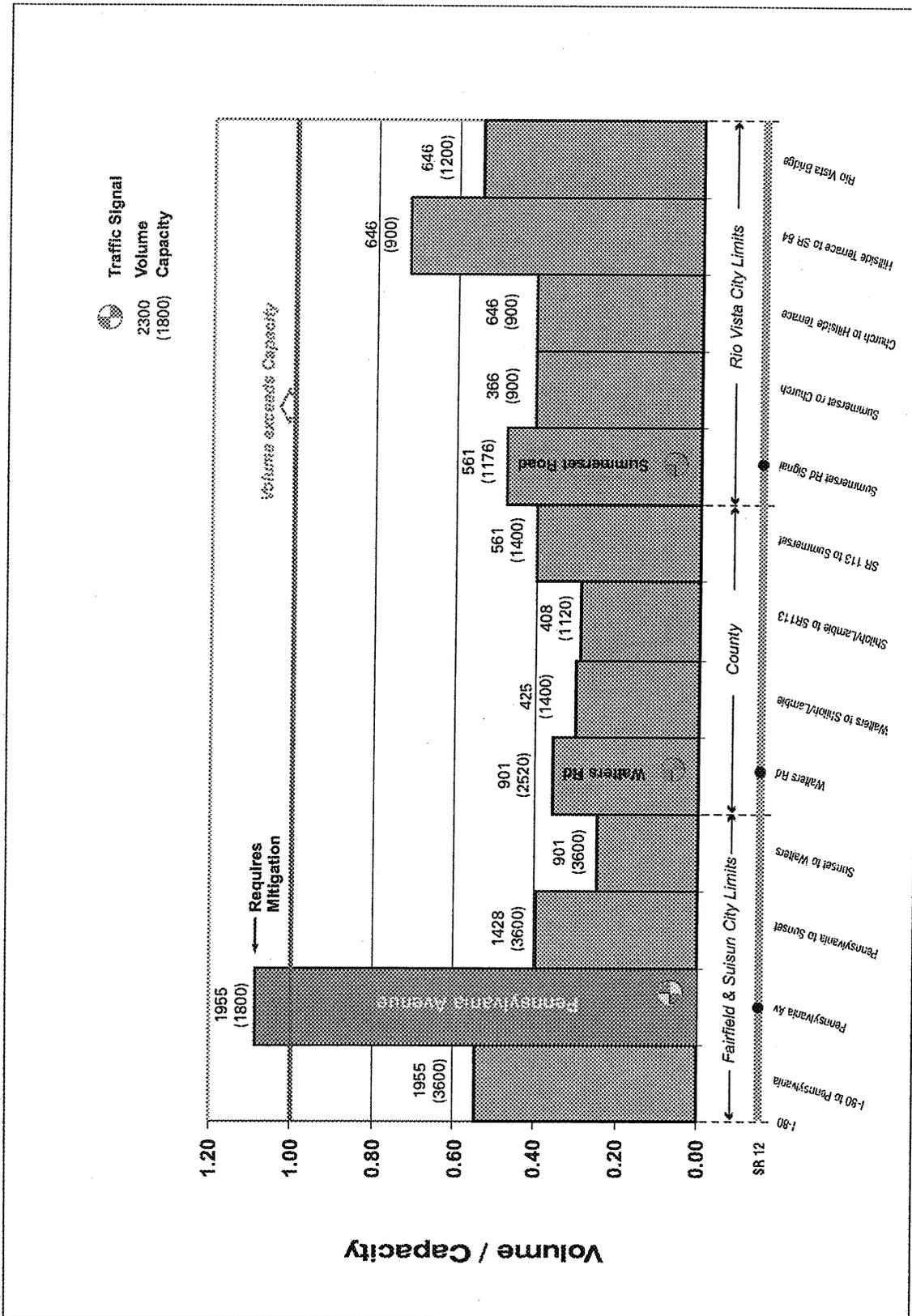
SR 12 PRIORITIZATION  
**Figure 11**  
**2017 WITH WIDENING FROM SUMMERSET ROAD TO SR 84 & RIO VISTA BRIDGE**  
 PM Peak Hour





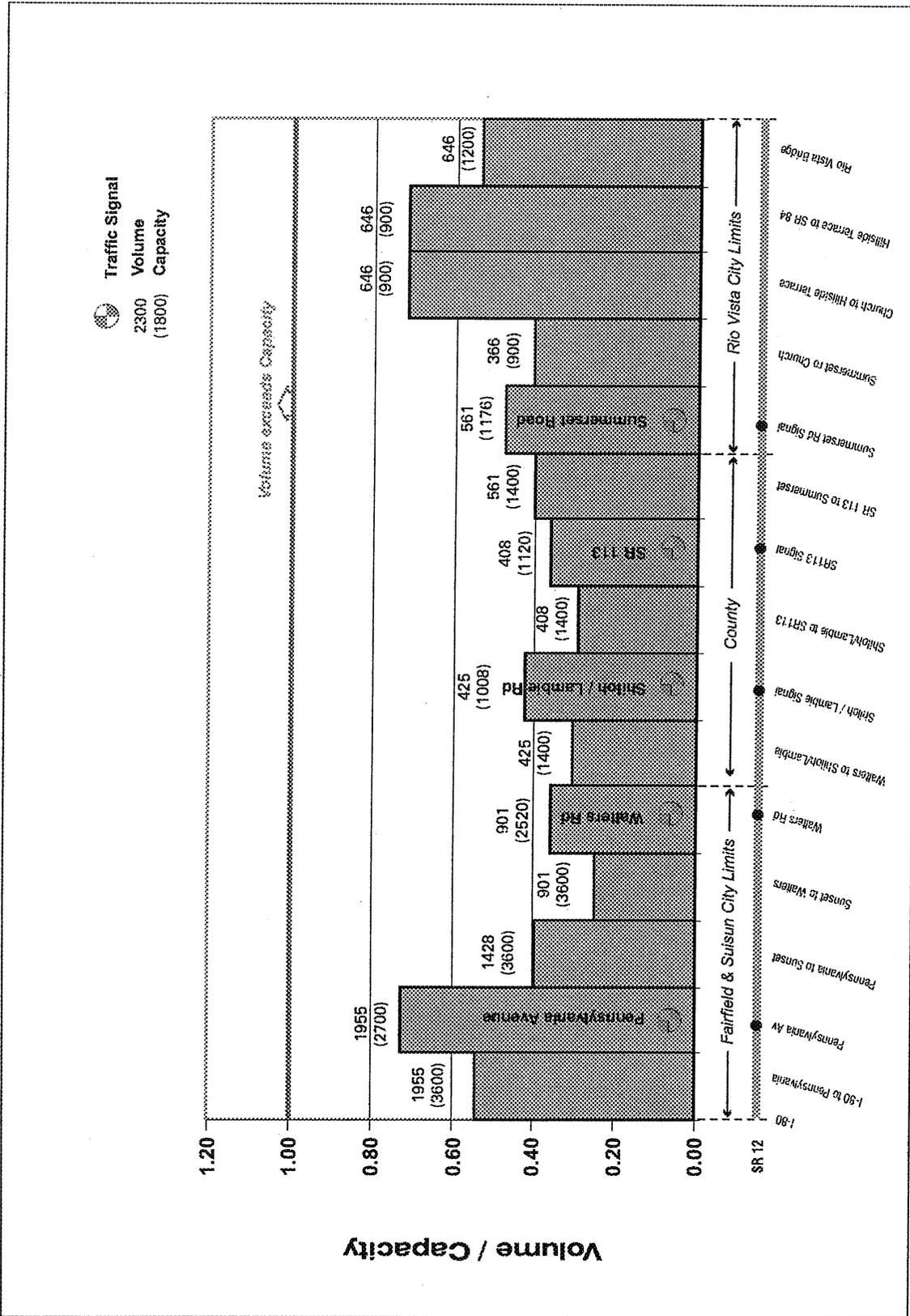
SR 12 PRIORITIZATION  
**Figure 12**  
**EASTBOUND 2025 WITH SCHEDULED PROJECTS**  
 PM Peak Hour



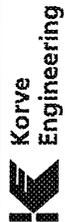


SR 12 PRIORITIZATION  
**Figure 13**  
**WESTBOUND 2005 WITH NO PROJECTS**  
 AM Peak Hour

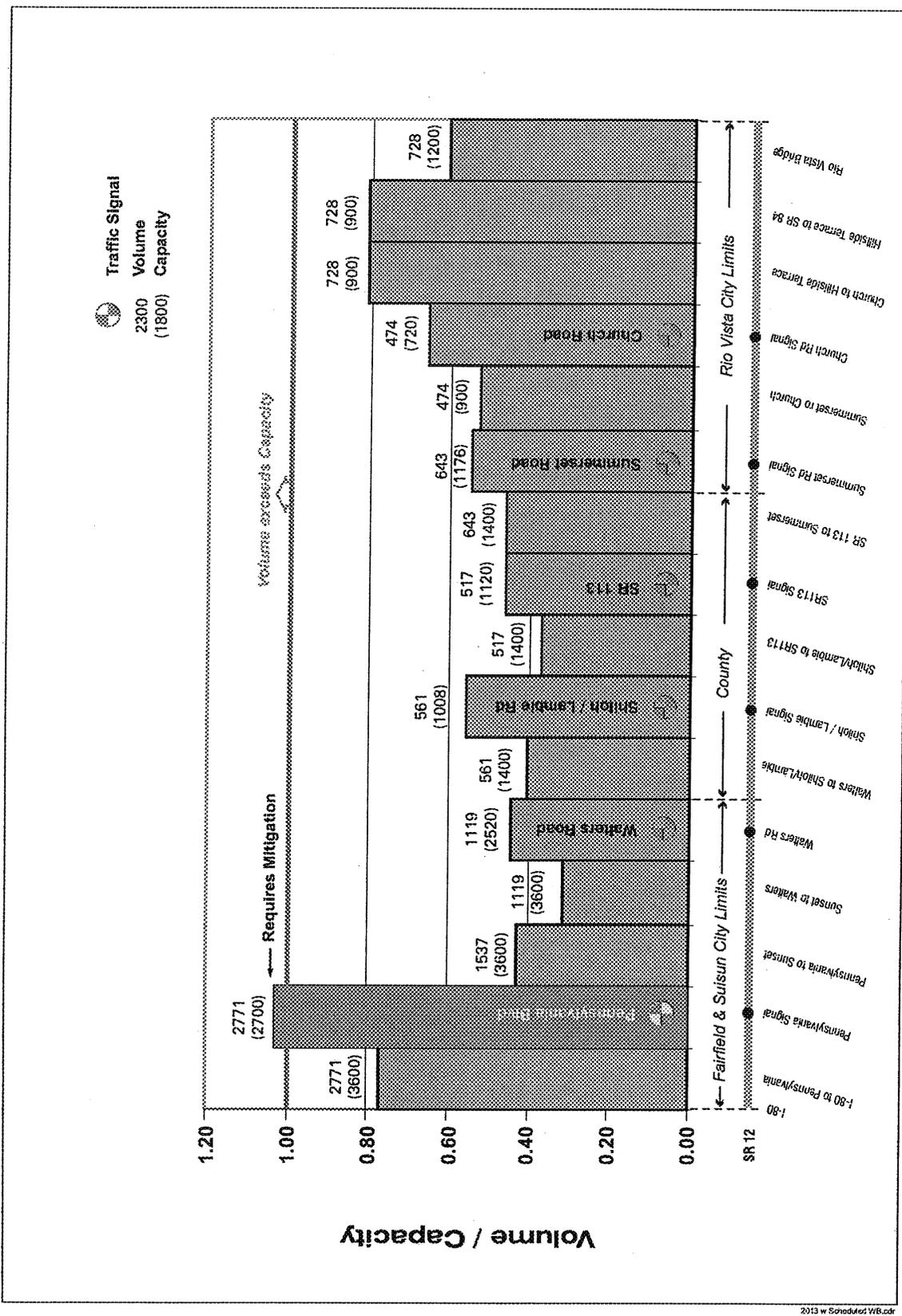




SR 12 PRIORITIZATION  
**Figure 14**  
**WESTBOUND 2005 WITH GEOMETRIC IMPROVEMENTS AT PENNSYLVANIA**  
 AM Peak Hour

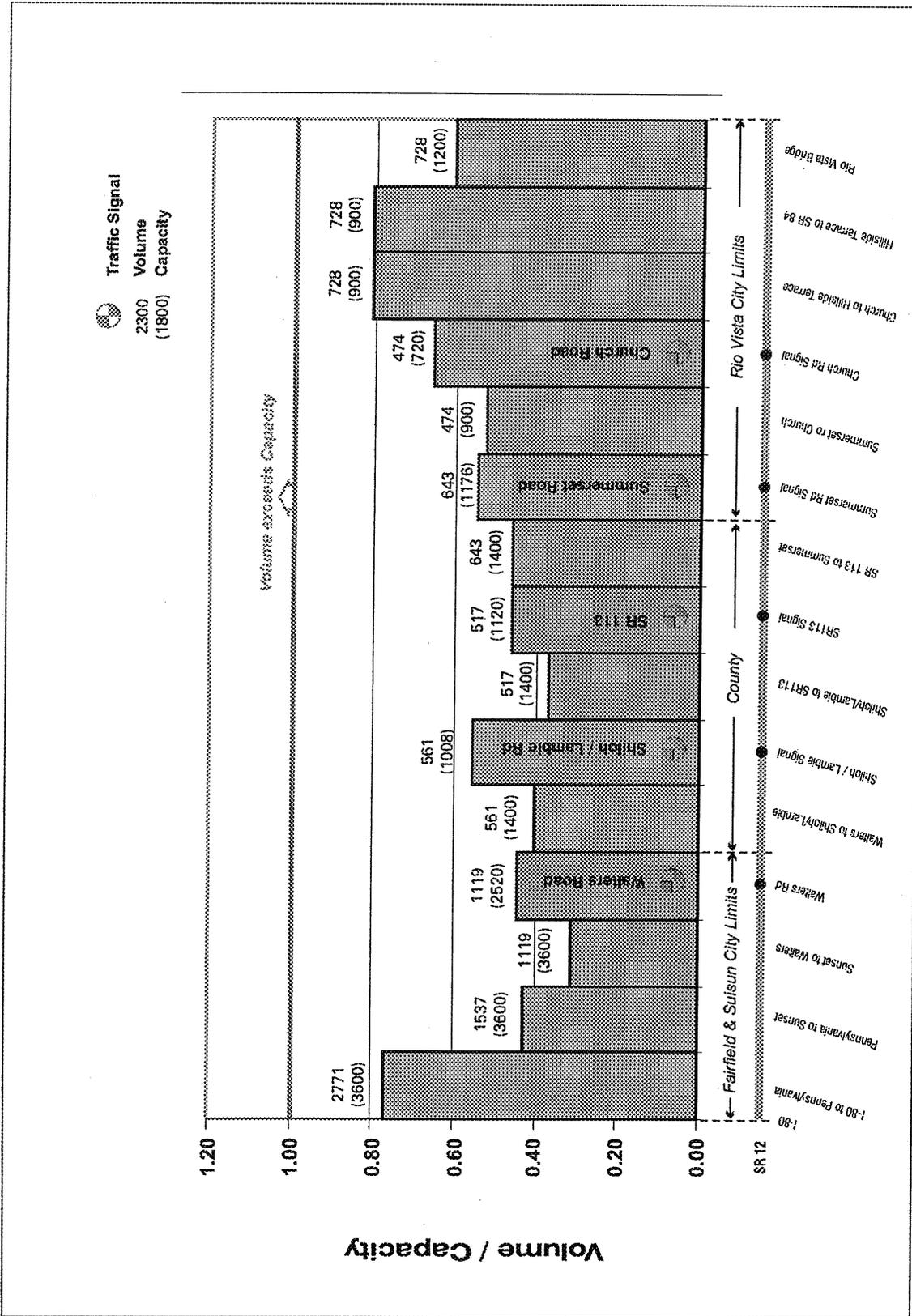


2005 W Geometric Improvements V66.cdr



SR 12 PRIORITIZATION  
**Figure 15**  
**WESTBOUND 2013 WITH SCHEDULED PROJECTS**  
**AM Peak Hour**

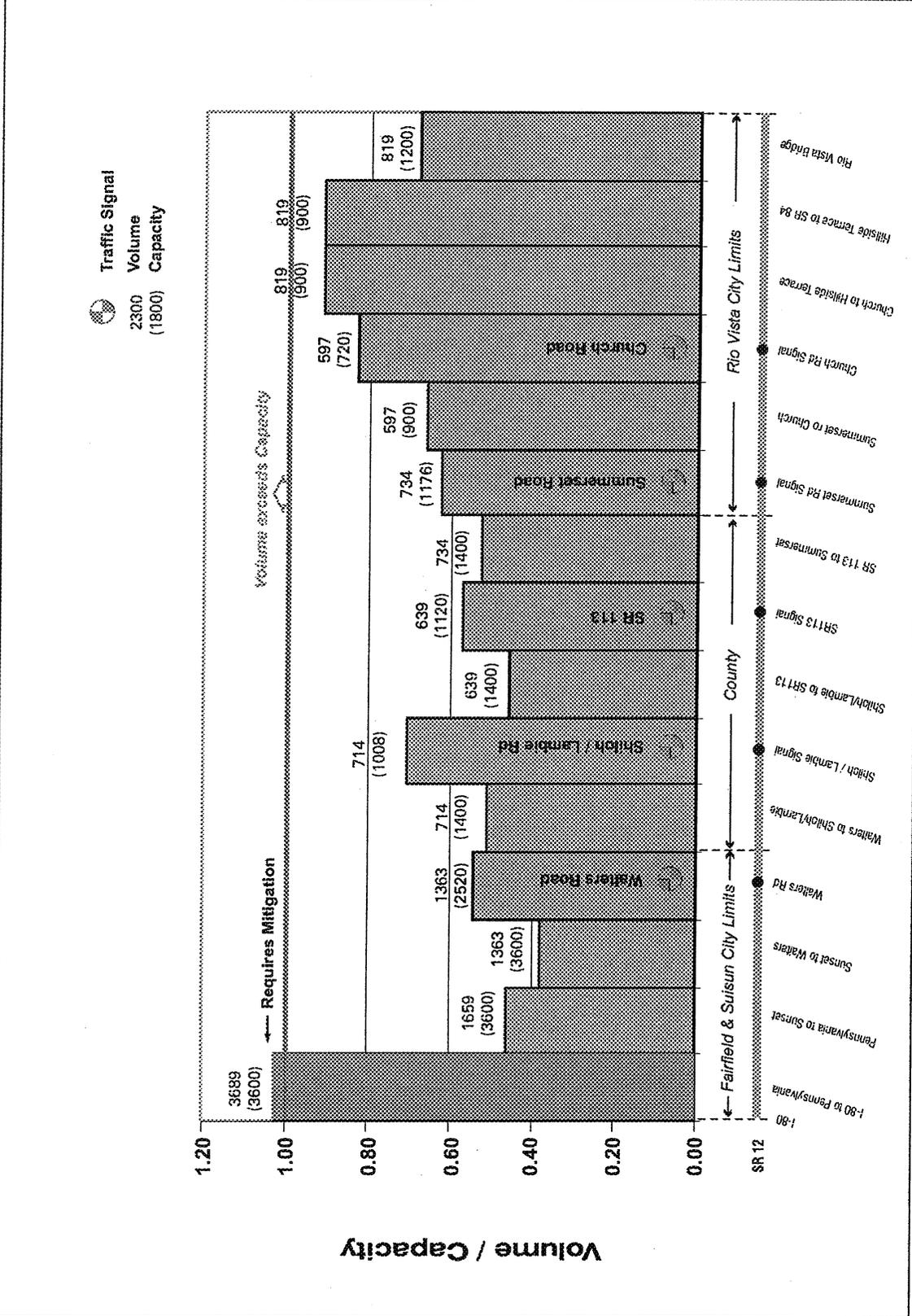




**Figure 16**  
**WESTBOUND 2013 WITH PENNSYLVANIA GRADE SEPARATION**  
**AM Peak Hour**

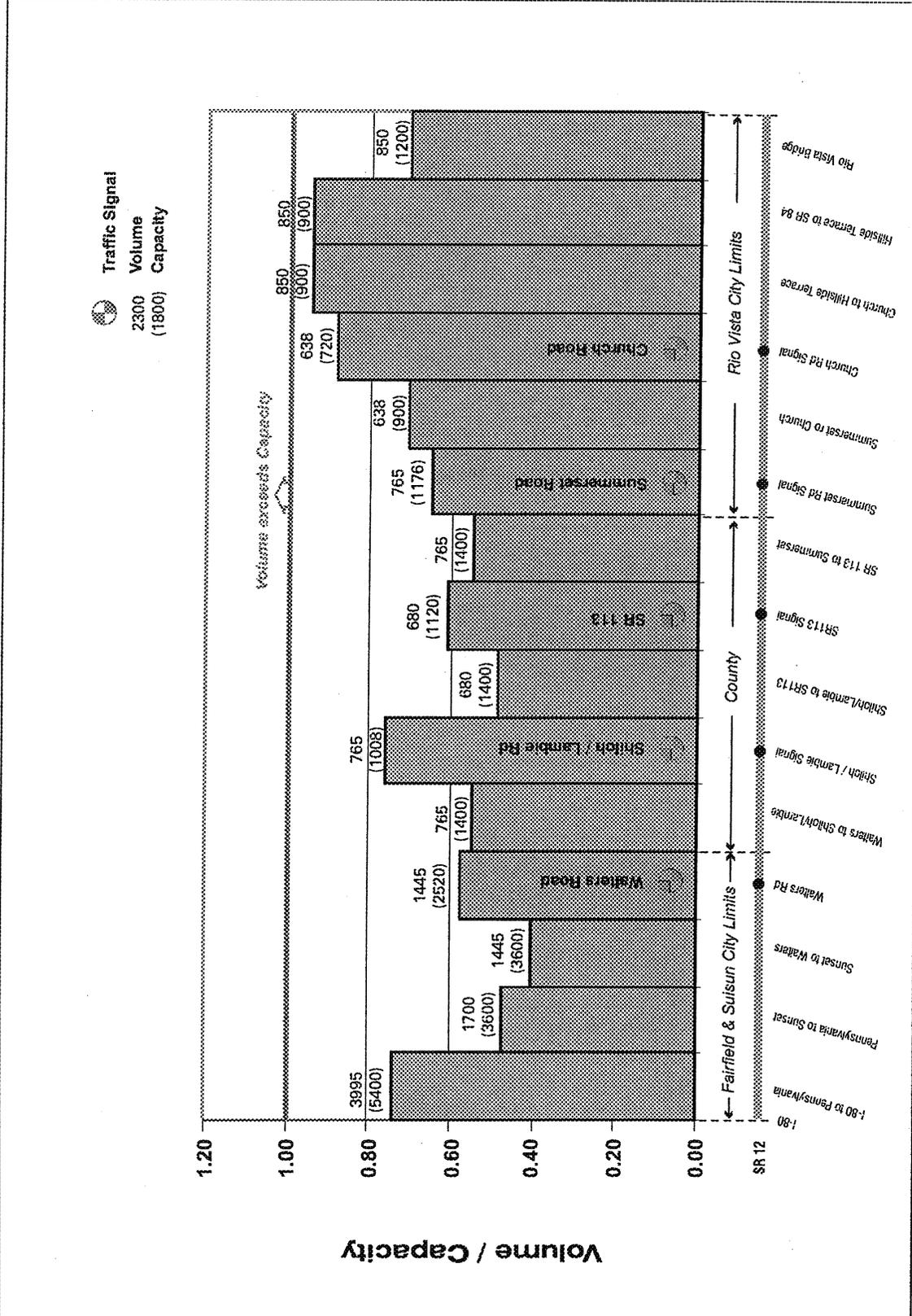
SR 12 PRIORITIZATION





SR 12 PRIORITIZATION  
**Figure 17**  
**WESTBOUND 2022 WITH SCHEDULED PROJECTS**  
**AM Peak Hour**





**WESTBOUND 2025 WITH WIDENING BETWEEN I-80 AND WEBSTER/JACKSON**  
**AM Peak Hour**

SR 12 PRIORITIZATION  
**Figure 18**





### Figure 4C-101 Traffic Signal Warrants Worksheet

4	SOL	12	24.9	CALC	GR	DATE	7/20/05	
DIST	CO	RTE	KPM	CHK	BB	DATE	7/20/05	
Major St:	SR 12			Critical Approach Speed	75			km/h
Minor St:	Lambie/Shiloh			Critical Approach Speed	64			km/h

Critical Speed of major street > 64 km/h (40 mph).....  }  
 In built up area of isolated community of < 10,000 population.....  } **RURAL (R)**  
 **URBAN (U)**

**WARRANT 3 - Peak Hour**                      **PART A SATISFIED**                      YES  NO   
**PART B SATISFIED**                      YES  NO

**PART A**                      **SATISFIED**                      YES  NO

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND                      YES  NO

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND                      YES  NO

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.                      YES  NO

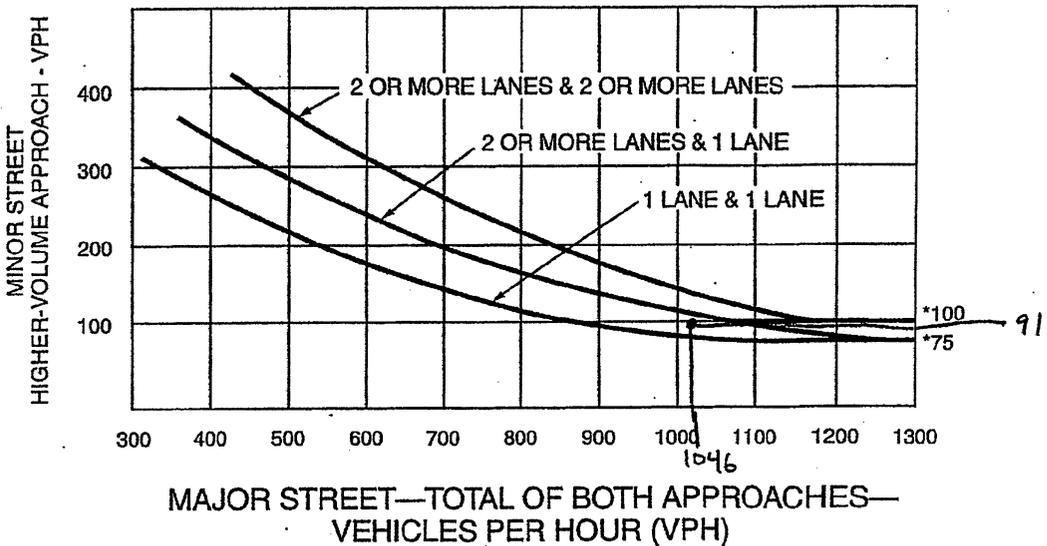
**PART B**                      **SATISFIED**                      YES  NO

APPROACH LANES			Hour			
	One	2 +	4:00-5:00	4:15-5:15	4:30-5:30	4:45-5:45
Both Approaches - Major Street	X		1051	1046	1001	927
Highest Approach - Minor Street	X		80	91	87	83

*2005 Volumes (projected)*

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower





DATE: January 18, 2006  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: STIA Adoption of Draft Traffic Relief and Safety Plan (TRSP)  
Prior to Forwarding to Cities and County for Approval

**Background:**

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

On February 17, 2005, the Solano Transportation Authority (STA) Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. At the Board Retreat, STA staff provided a series of informational presentations including the following topic, "Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source." Board Members provided the following comments:

- Solano Transportation Improvement Authority (STIA) should survey the public/voters and move forward with a follow up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/I-680 – do not increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow up measure
- Interested in local transit linkages to the Capitol Corridor

On July 7, 2005, the Solano Transportation Improvement Authority (STIA) voted to not place a follow up measure on the ballot for the November 2005 election, but provided staff direction to extend the public input process and the development of an expenditure plan for the June 2006 or November 2006 ballot.

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

In accordance with STIA Board direction, staff has scheduled four additional community meetings. This is in follow-up to the seven community input meetings, one in each city, that were held in June and July of 2005. In addition, two more meetings of the STIA's Citizen's Advisory Committee (CAC) comprised of representatives from 62 interest and community groups have been scheduled. Currently, STA staff and consultants are updating project cost estimates and funding plans for each proposed project to be included in the expenditure plan. Staff will be reviewing these project estimates with the TAC and Transit Consortium at their meetings in January.

**Discussion:**

On January 9, 2006, the STIA's CAC reconvened at Jelly Bellies in Fairfield and provided additional preliminary input prior to the STIA Board reviewing and adopting a draft expenditure plan. A summary of the comments, provided at this meeting, are contained in Attachment B.

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

The draft "Traffic Relief and Safety Plan for Solano County" has been developed to specifically identify the projects and program categories to be funded by a proposed ½ cent, 30 years transportation sales tax measure. If approved by 66.7% of Solano County voters, the "Traffic Relief and Safety Plan for Solano County" would generate an estimated \$1.57 billion over the 30 years time period prescribed by the measure.

**DRAFT TRAFFIC RELIEF AND SAFETY PLAN FOR SOLANO COUNTY**

The draft expenditure plan contains the following priorities and modifications in comparison to the expenditure plan for Measure A (November 2004):

1. Highway Corridor Improvements
  - I-80/I-680/SR 12 Interchange
  - I-80/I-680/I-780 Corridor Projects
  - SR 12 Improvements (Jameson Canyon and SR 12 East)

The proposed highway corridor and project improvements have been combined into one category with a slightly reduced level of funding, but at a funding level sufficient to provide the critical local match funding for these priority highway improvements to attract significant levels of federal, state and regional funding to construct the projects in a timely manner.

2. Local Streets & Roads

The draft expenditure plan increases funding for local streets & roads maintenance to 20% (Measure A contained 15% for streets and roads) to provide the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano with funds based on their population and center lane miles to assist in the maintenance of their local streets and roads.

3. Senior & Disabled Transit Service

The plan dedicates 7% of the projected revenues for transit services serving senior and persons with disabilities. This is an increase in funding for senior and disabled transit service as compared to Measure A (November 2004).

4. Commuter Transit Service

- Commuter Rail to BART and Sacramento
- Express Commuter Bus Services along I-80/I-680/I-780/SR 12 Corridors
- Expand Vallejo Baylink Ferry Service

The plan dedicates 12% of the projected revenues to commuter transit services of Commuter Rail, Express Bus, and Baylink Ferry. These commuter transit services have been combined into one category with a slightly reduced level of funding (Measure A contained 18%), but at a funding level sufficient to ensure new and/or expanded commuter transit services to all seven Solano County cities.

5. Safety Projects and Safe Routes to Schools

- Local Safety Projects – Increase funding for Local Safety Projects
- Safe Routes to Schools – Provide funding for new Safe Routes to Schools Program
- Transportation Safety Projects to improve response time of emergency vehicles and to provide improved flood and seismic protection and mitigation for future flood and other potential catastrophic natural disasters

The funding commitment to safety has been increased to 10% (Measure A contained 2 % for safety), which will provide new funding for local safety projects, new funding for the new Safe Routes to Schools Program being developed by the STA in partnership with local schools, and new funding to improve emergency response and to increase protection against flooding and other natural disasters.

6. Local Return to Source Projects

This will provide funding for Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano to address local transportation priorities and concerns. The draft plan recommends 10% of the revenues generated be returned to each community based on population. This percentage commitment is similar to the percentage contained in the expenditure plan for Measure A (November 2004).

**STATUS OF PUBLIC INPUT PROCESS**

In response to direction from the STIA Board, staff has scheduled and is coordinating four community input meetings and one additional meeting of the CAC (Attachment C). An update summary of the comments provided at these meetings will be provided at the TAC meeting.

**PROCESS FOR DEVELOPMENT OF PLAN**

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

1.	Approval of the draft plan by the STIA Board.	February 1, 2006
2.	Approval of the draft plan by a majority of the cities representing a majority of the incorporated population.	February 7-22, 2006
3.	Approval of the draft plan by the Board of Supervisors.	February 14, 2006
4.	Certification and final approval of the plan by the STIA Board.	February 22, 2006
5.	Approval of the Sales Tax Ordinance by the STIA Board.	February 22, 2006
6.	Placement of the Sales Tax Ordinance on the ballot by the Board of Supervisors.	February 28, 2006
7.	Statutory deadline for placement on the ballot for June 2006 election.	March 10, 2006

**Recommendation:**

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

**Attachments:**

- A. Draft Matrix Summarizing “Traffic Relief Safety Plan for Solano County”  
January 11, 2006
- B. Copy of PowerPoint Presentation Provided to the STIA Board on  
January 11, 2006
- C. List of Public Input Meetings and Public Agency Meetings



**DRAFT**  
**Traffic Relief and Safety Plan for Solano County**  
**January 11, 2006**

PROJECT NAME	PROJECT COST	UNFUNDED NEED	RECOMMENDED FUNDING	%	CUM.TOTAL
1 Highway Corridor Improvements and Safety Projects <ul style="list-style-type: none"> <li>I-80/I-680/SR 12 Interchange</li> <li>I-80/I-680/I-780 Corridor Projects</li> <li>SR 12 Corridor (Jameson Canyon and SR 12 East)</li> </ul>	\$1,804M <ul style="list-style-type: none"> <li>◇ \$704M</li> <li>◇ \$805M</li> <li>◇ \$295M</li> </ul>	\$1,576M <ul style="list-style-type: none"> <li>◇ \$558M</li> <li>◇ \$805M</li> <li>◇ \$213M</li> </ul>	\$625M	40%	\$625M
2 Local Streets and Roads	\$962.5M	\$604.7M	\$315M	20%	\$940M
3 Senior and Disabled Transit	\$76.2M - \$127.3M <ul style="list-style-type: none"> <li>◇ \$13M-\$17M Capital</li> <li>◇ \$63.2M-\$110.3M Operating</li> <li>◇</li> </ul>	\$76.2M - \$127.3M <ul style="list-style-type: none"> <li>◇ \$13M-\$17M Capital</li> <li>◇ \$63.2M-\$110.3M Operating</li> </ul>	\$115M <ul style="list-style-type: none"> <li>◇ \$15M Capital</li> <li>◇ \$100M Operating</li> </ul>	7%	\$1,055M
4 Commuter Transit <ul style="list-style-type: none"> <li>New Commuter Rail Service from Sacramento to BART (with connections to Benicia, Dixon, Fairfield/Vacaville and Suisun City)</li> <li>Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County cities)</li> <li>Expanded Vallejo Baylink Ferry Service</li> </ul>	\$659M <ul style="list-style-type: none"> <li>◇ \$258M (\$183M Capital \$75M Operating)</li> <li>◇ \$270M (\$90M Capital \$180M Operating)</li> <li>◇ \$131M (\$32M Capital \$99M Operating)</li> </ul>	\$425M <ul style="list-style-type: none"> <li>◇ \$210M (\$135M Capital \$75M Operating)</li> <li>◇ \$165M (\$65M Capital \$100M Operating)</li> <li>◇ \$50M (\$12M Capital \$38M Operating)</li> </ul>	\$190M <ul style="list-style-type: none"> <li>◇ \$80M (\$20M Capital \$60M Operating)</li> <li>◇ \$70M (\$10M Capital \$60M Operating)</li> <li>◇ \$40M (\$10M Capital \$30M Operating)</li> </ul>	12%	\$1,245M
5 Safety Projects and Safe Routes to Schools	\$100M - \$200M	\$100M - \$200M	\$155M <ul style="list-style-type: none"> <li>◇ \$85M Local Safety Projects</li> <li>◇ \$70M New Safe Routes to Schools Program</li> </ul>	10%	\$1,400M
6 Local Return to Sources	TBD	TBD	\$155M	10%	\$1,555M
7 STIA Admin/Finance			\$15M	1%	\$1,570M
Total Estimated Revenues Available			\$1,570M	100%	\$1,570M

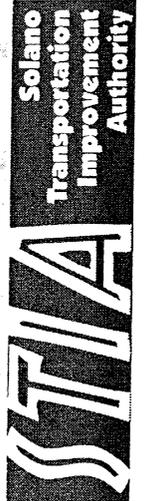


# Solano Transportation Improvement Authority (STIA)

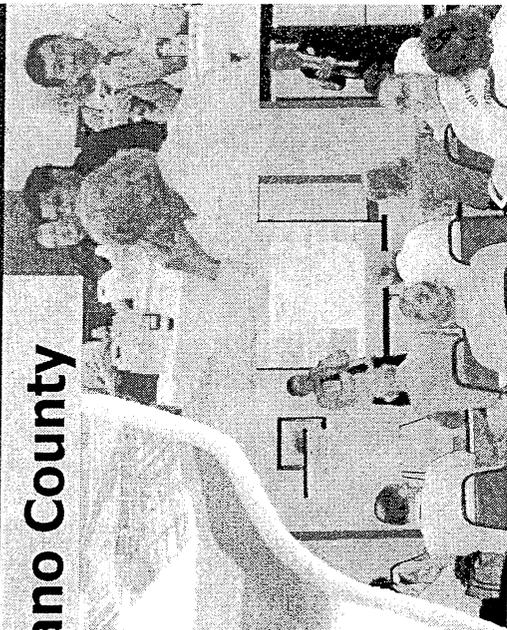
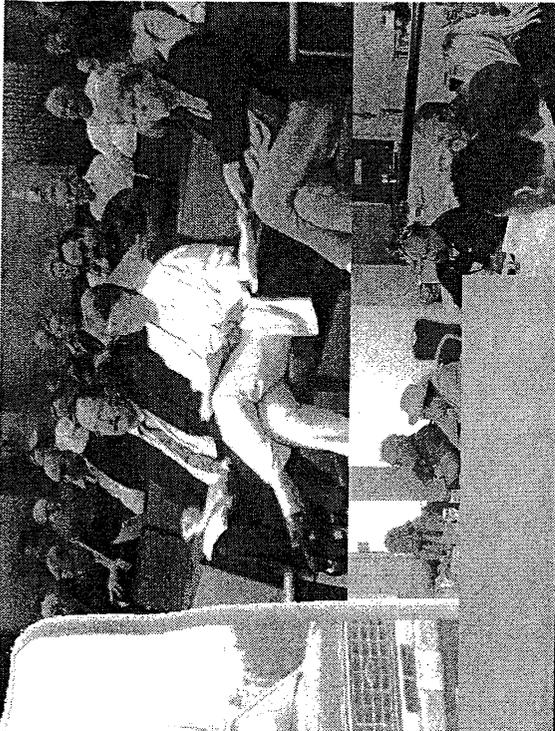
The Draft

## Traffic Relief and Safety Plan

for Solano County



STIA Board  
January 11, 2006



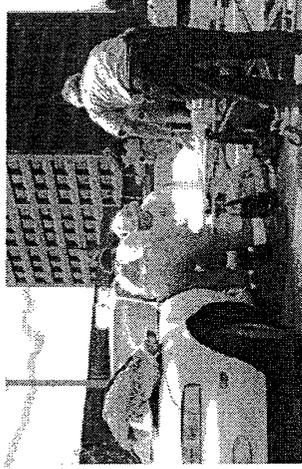
# Presentation Overview

- Update on the STIA Transportation Sales Tax Effort
- Summary of Previous Community/Stakeholder Input
- Summary of Draft Expenditure Plan Categories

# Solano County's Transportation Challenges

*Presented by Daryl Halls, Executive Director of the STA*

- Decreased freeway mobility
- Increasing number of accidents on I-80, SR 12, and other highway corridors
- Limited intercity road network
- Aging population with special transit needs
  - 65+ age group will increase from 9% to 19% in 2030
- Limited park and ride lots and transit center parking
- Lack of fully developed transit system
- Recently adopted Solano Comprehensive Transportation Plan (CTP 2030) identifies a \$3.793 billion dollar shortfall for countywide transportation projects over the next 25 years
- Lack of funding to adequately maintain local streets and roads



# Recent Trends in Transportation Funding

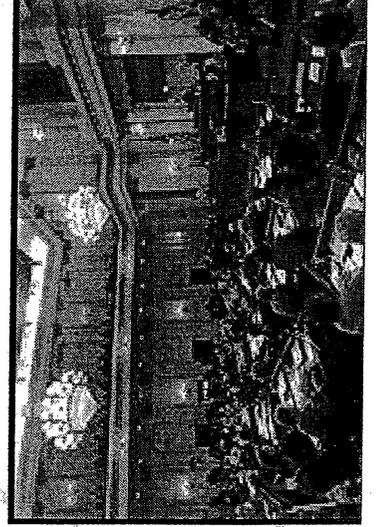
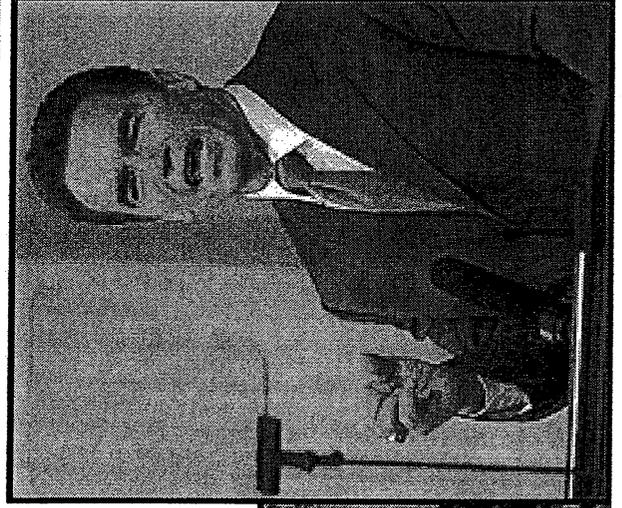
Good News	Bad News
<p>The Port of Oakland and the trucking industry project dramatic increases in goods movement &amp; jobs along the I-80, SR 12, and UPRR freight corridors over the next few years as the local economy continues to grow.</p>	<p>Additional truck traffic and shipping along the I-80 and Carquinez Strait will exacerbate existing traffic congestion.</p>
<p>The economy continues to grow since the last dip in 2002 and sales tax revenues continue to increase.</p>	<p>Traffic levels have returned to 2000 peak volumes and commuter delays are getting worse.</p>
<p>Regional Measure 2 passed in 2004, funding the I-80 HOV lane and some intercity bus and ferry services in south and mid county.</p>	<p>The demand for additional I-80 HOV segments for bus and rail service in mid county and paratransit has continued to grow. Freeways need improvements to accommodate express bus services.</p>

# Recent Trends in Transportation Funding

Good News	Bad News
<p>The Federal Transportation Bill (SAFETEA-LU) passed in Summer 2005, providing funding for Transportation for Livable Communities (TLC) and transit oriented, bike, and ped projects.</p>	<p>SAFETEA-LU provides little new funding for corridor management, goods movement, safety projects, and senior &amp; disabled services.</p>
<p>New federal transportation funds will help initiate a few new transportation projects or phases (i.e. next phase of I-80/680/SR12 interchange).</p>	<p>Federal funding is insufficient to fully fund local transportation projects.</p>

# Recent Legislative Transportation Funding

Good News	Bad News
<p>Governor proposed state bond would provide state matching funds for both the I-80/680/SR12 interchange and Jameson Canyon projects.</p>	<p>The state bond would not fully fund the projects. A local transportation sales tax measure is still needed to provide a local match to state and federal funds.</p>



...working for you



## Arterials, Highways, and Freeways

- STA takes over as the lead agency on projects for rapid delivery.
- STA works with public works agencies to identify updated funding shortfalls.



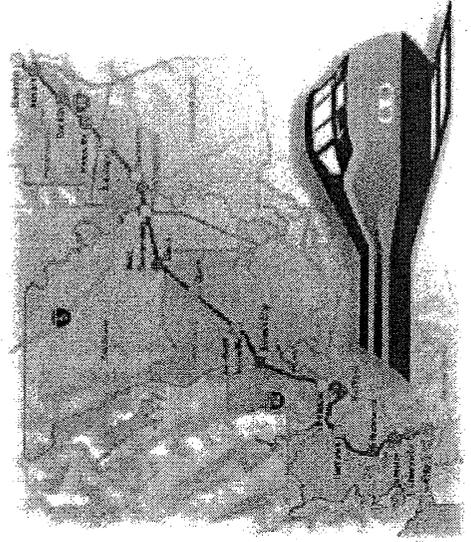
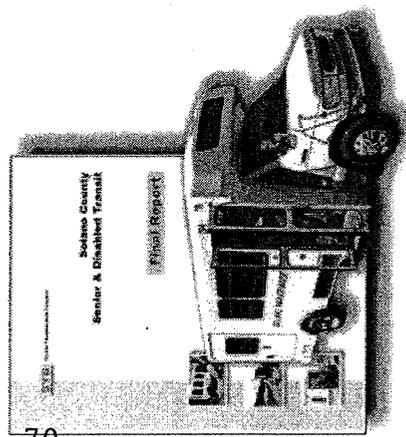
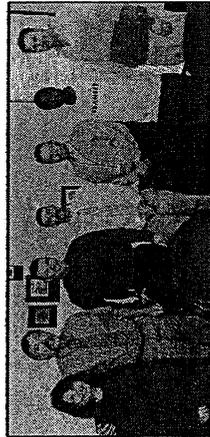
## Safety

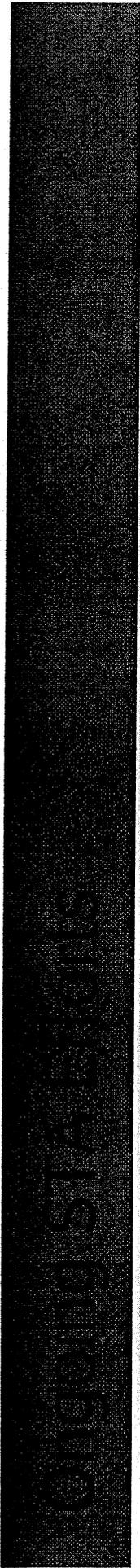
- In 2004, STA updated the Travel Safety Plan, identifying the most dangerous intersections in Solano County.
- In December 2005, the STA also initiated a Safe Routes to School Study with school districts.

*...working for you*

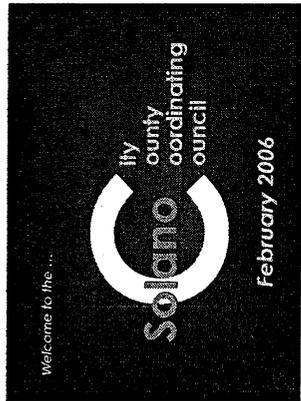
## Transit

- STA is working with transit operators to provide more efficient commuter bus service.
- In 2004, the STA completed the Senior and Disabled Transit Study, in partnership with the Paratransit Coordinating Council and local transit operators.
- In 2005, the STA completed a study with 5 counties to design and implement a Commuter Rail Service from Oakland, Benicia, Suisun, Fairfield/Vacaville, and Dixon.



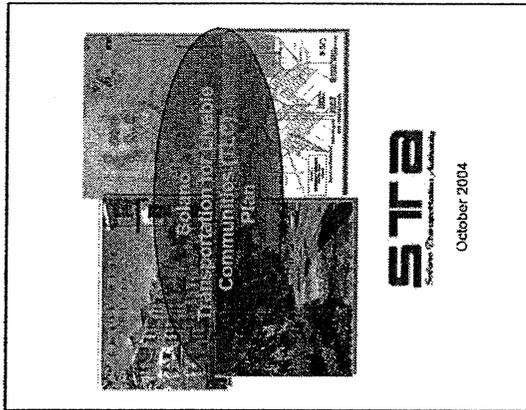


*...working for you*



## Land Use and Transportation

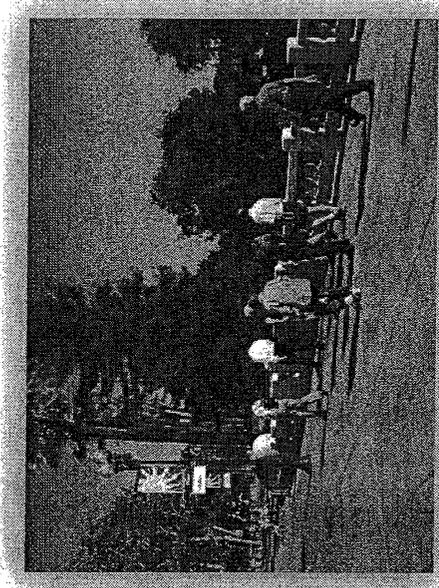
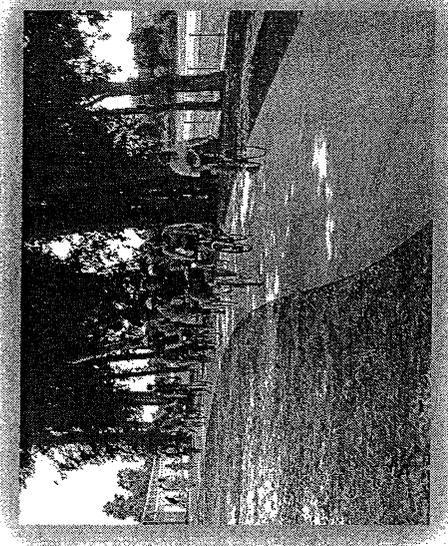
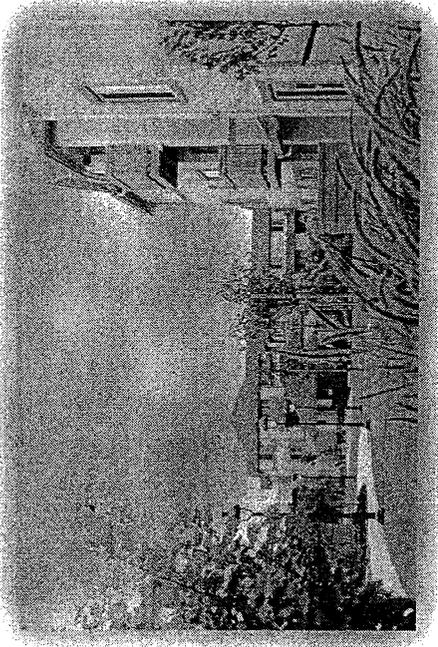
- Seven cities and the county reorganized the City County Coordinating Council (4Cs) to address a number of issues such as the "Coordination of Land Use & Transportation Planning and Land Use Development" at their February 9, 2006 meeting.
  - This forum was created to better coordinate local land use with county transportation planning conducted by the STA.
- STA developed a Countywide Transportation for Livable Communities Program, Countywide Bicycle, and Countywide Pedestrian Plans in the state.
  - The first county in the Bay Area to have all three adopted.
- Over the next 10 years, over \$30 million of federal funds will be allocated by the STA for various TLC, bicycle, and pedestrian projects in Solano County.



# Supporting STA Efforts

...working for you

- In 2005, the STA Board approved three TLC Planning Grants and is developing a 3 year Alternative Modes Strategy to award over \$10 million of federal and state funds to TLC, bicycle and pedestrian projects.



# Efforts to Pass Local Sales Tax Measures

 <p><b>Solano Transportation Plan</b> 1998</p> 	 <p>Solano Transportation Improvement Authority Expenditure Plan July 2002</p> <p><b>Measure E 2002</b></p>	 <p>"Traffic Relief Plan for Solano County" County Transportation Expenditure Plan</p> <p>Adopted by the Solano Transportation Improvement Authority</p> <p><b>Measure A 2004</b></p>	 <p>"Traffic Relief Plan for Solano County" County Transportation Expenditure Plan</p> <p>Adopted by the Solano Transportation Improvement Authority on</p> <p><b>2006 Measure ?</b> June or November</p>
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**Advisory Measure Only**

**74% YES**

**60% YES**

**63.88% YES**

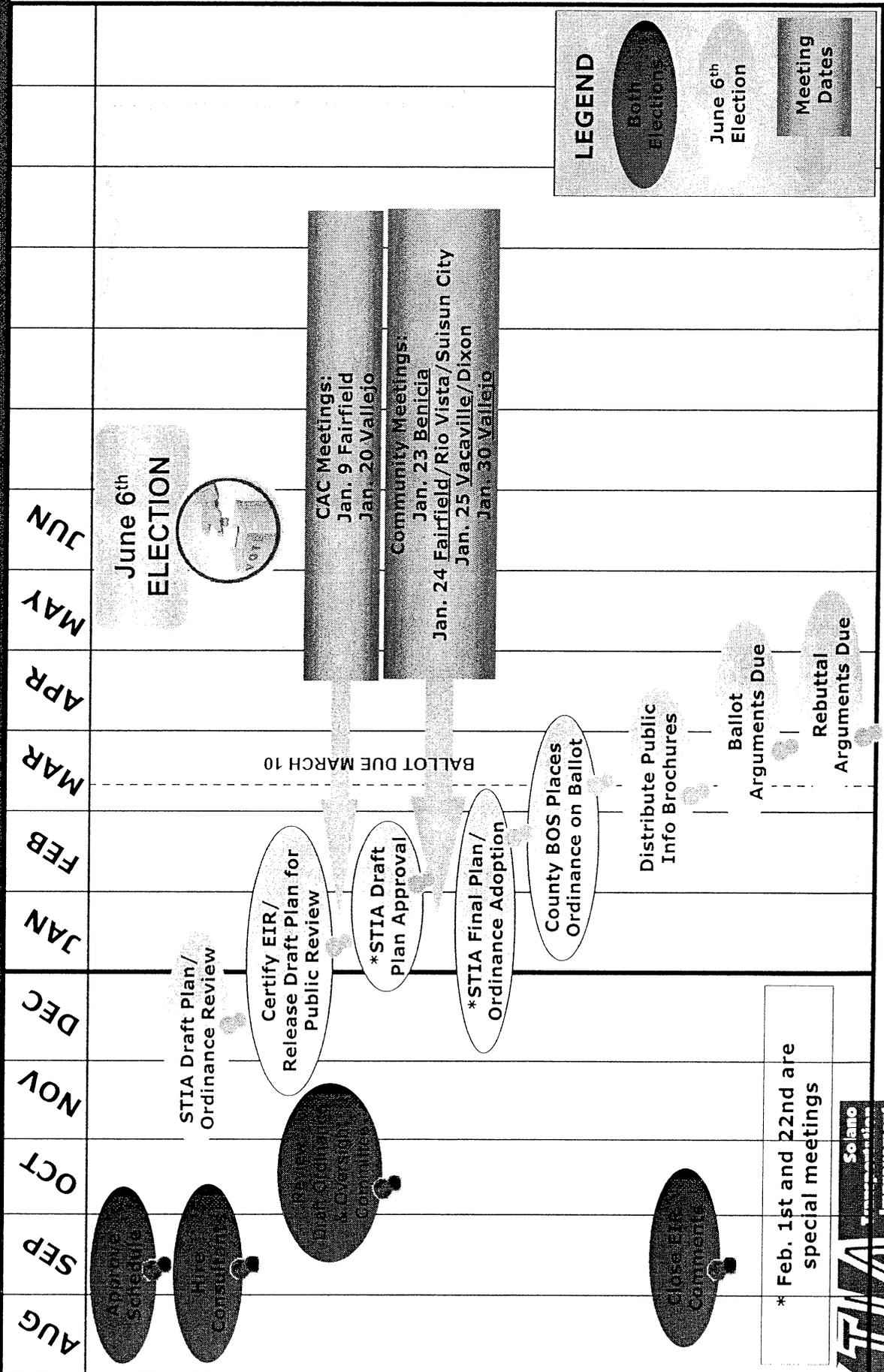
**1/2 Cent 20 Years**

**1/2 Cent 30 Years**

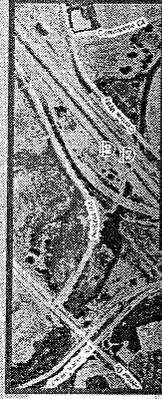
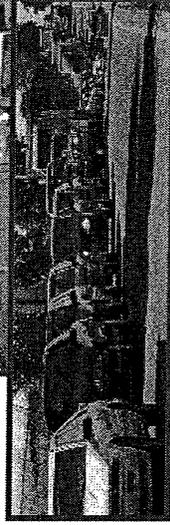
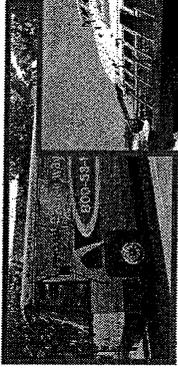
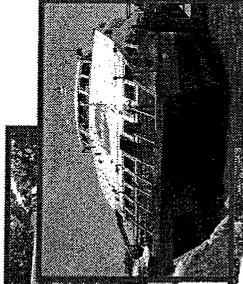
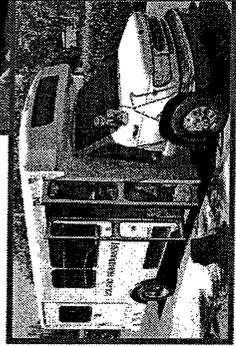
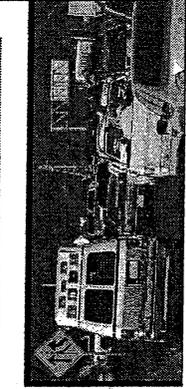


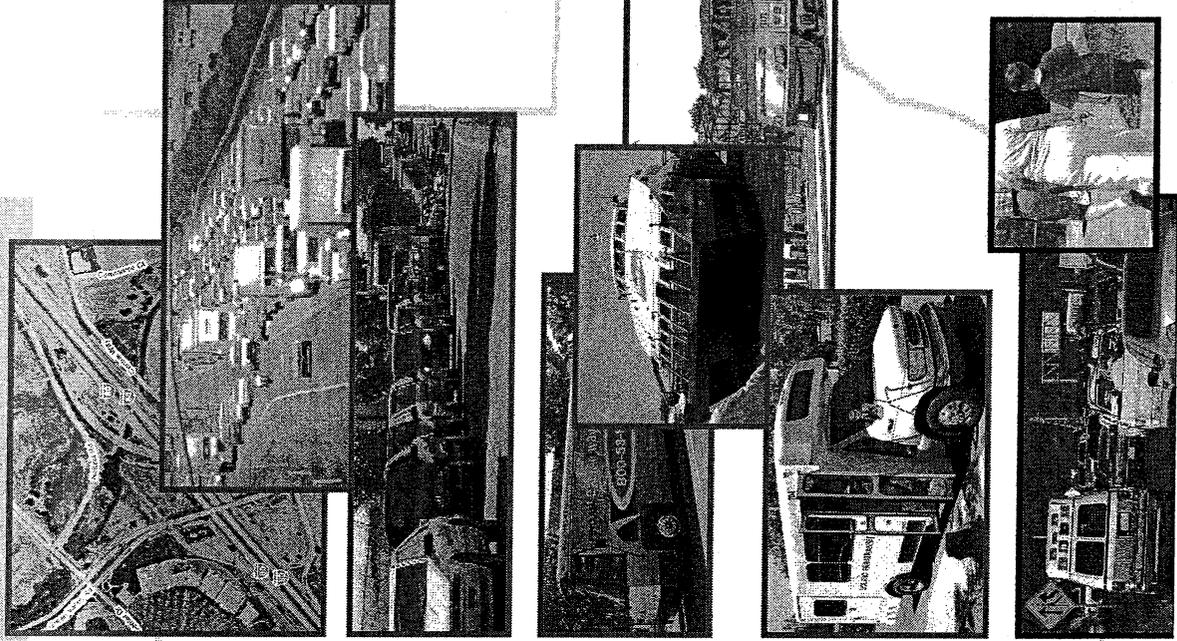
\* 3,900 votes short of 66.7% <sup>11</sup>

# Expansive Plan Development Timeline



# 2008-2011 Strategic Plan Projects

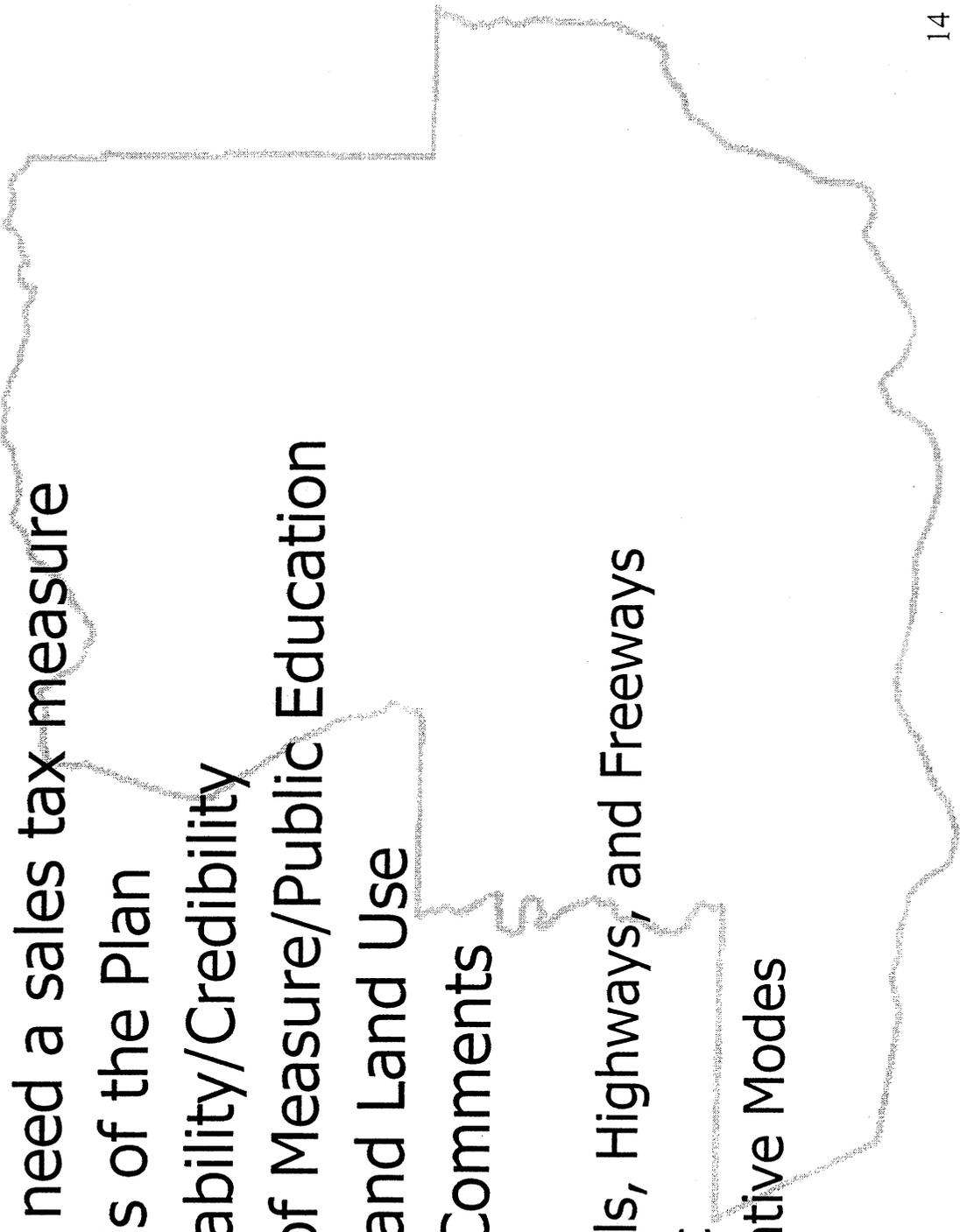
	
<b>Project Categories</b>	
<b>Highway Projects</b>	
I-80/680/SR12 Interchange	
I-80/680/780 Corridor Projects	
State Route 12 Improvements	
<b>Commuter Transit</b>	
I-80/680/780 Express Bus	
Ferry Service	
Commuter Rail	
<b>Senior and Disabled Transit Service</b>	
<b>Transportation Safety Projects</b>	
<b>Local Return to Source</b>	
Local Streets and Roads	
Flexible Local Return to Source	
	



# Comments on CAC Comments

*Comments made in 2005 and 2006*

- Why we need a sales tax measure
- Emphasis of the Plan
- Accountability/Credibility
- Timing of Measure/Public Education
- Growth and Land Use
- Project Comments
  - Safety
  - Arterials, Highways, and Freeways
  - Transit
  - Alternative Modes



# COMMENTS 11-005

*Why we need a sales tax measure*

- Show how delays in funding cause prices to go up.
- We need to raise our own funds to leverage additional State and Federal funds.
- To attract businesses we have to get rid of gridlock.



## *Emphasis of Plan*

- We have safety issues – accidents related to roadway conditions.
- STA has developed a good, comprehensive transportation plan.
- The simpler we keep this, we're going to end up with a successful vote.
- Return to source is a benefit that allows community issues to be addressed.



*Accountability / Credibility*

- County needs to show credibility for expending the funds.

*Timing of Measure / Public Education*

- Need to do better job of informing the public on the issues.
- We need more time to educate the public of what the needs are.



# CASCOMMENTS 2015

## *Growth and Land Use*

- We need to recognize that safety improvements and growth control measures are not the same thing.
- Land use should be considered separately from the transportation measure.
- Land use/transportation/air quality are vitally inter-related.



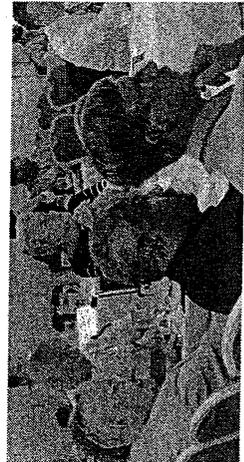
*Safety Project comments*

- Safety projects for schools is a priority.
- Provide leadership in older driver awareness.
- CHP has stressed safety issues.



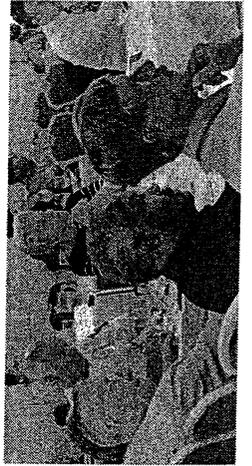
*Arterials, Highways, and Freeways comments*

- Programs are quite balanced between local and regional roads with previous measures.
- State Route 12 and Jameson Canyon should be at the top of the list.
- Need to address intercity goods transport.



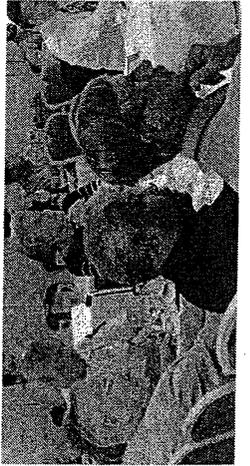
*Transit comments*

- Ferries/BART/Commuter Rail/Bus are key projects.
- Senior transportation is a real need.
- Park and ride lots are a big need to get commuters on busses.
- Need to tie transit stops into urban development.



## *Alternative Modes comments*

- Make bicycles more viable as a means of transportation by creating a bicycle network between cities as opposed to leaving it for local funds to handle.



## *Why we need a sales tax measure*

- The governor's bond issue will not provide all the funds necessary.
- We can't rely on the state to foot the bill for all our transportation needs.
- The more we delay, the higher the costs rise. Matching funds are necessary to get additional help from state/federal.
- This measure will support economic development.



## *Emphasis of Plan*

- Mobility is a key factor as it relates to quality of life for everyone in the community.
- We have to stick to the issues that poll well – at 2/3 and above.
- A concise, focused plan is what we need to improve mobility and increasing safety .



## *Accountability / Credibility*

- Very glad to see our previous comments addressed and incorporated.
- There is usually skepticism that the money will be properly administered. Showing proof through past performance is how to convince the public.



- Has there been any study of the value of having the vote at primary time rather than at general election time?
- We need to get the word out to Solano residents because they will be confused by the Governor's huge bond effort and think that will take care of our needs.
- We need to communicate through the media.



*Growth and Land Use*

- If road improvements are made in sensitive areas (e.g. North Connector through Suisun Valley), make sure they don't induce growth.
- Pay attention to land use planning so we don't spend a lot fixing our roads just to have them fill up again in 10 years due to further development.



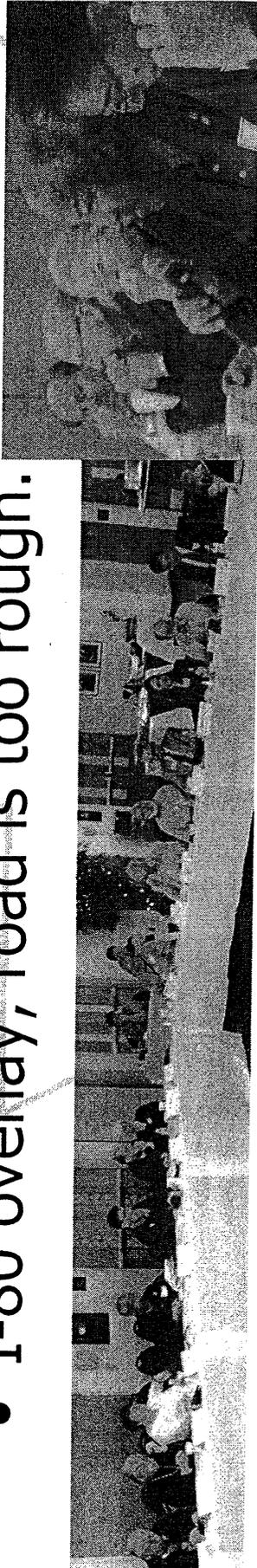
*Safety Project comments*

- Safe routes to schools are becoming important to all 7 cities.
- If we put the busses out on the same bad roads and congested highways, we're not gaining anything without improvements to the road and to safety for drivers.



*Arterials, Highways, and Freeways comments*

- As a realtor, transportation is a high priority for people in deciding where to live. People are interested in alternate routes, improving connections.
- Jameson Canyon is important, as Napa strives to improve their end.
- Interested in addressing truck lanes, goods movement, and the I-80/505 interchange
- I-80 overlay, road is too rough.



- Flood control is an issue, especially being fresh on our minds. Safety projects – R12 – are absolutely essential.
- Rio Vista Bridge is not on any list in this measure – that is important to decreasing the traffic backups through Rio Vista.
- Highway 113 has not been addressed at all.
- Deliveries to Travis AFB are affected by deliveries using SR 12.



*Transit comments*

- Without this measure, our transit is dead.
- Transit takes pressure off the freeways and will interfere with Fairfield's smart growth efforts if we did not have transit.
- Ferry service has been very successful in Vallejo.
- Don't forget transit needs. Don't leave it up to local funds.



*Transit comments*

- Senior/disabled transit – it's critical to see that people are taken care of.
- Senior/disabled transit service needs will continue to grow.
- Good projects and transit service that will benefit air quality.



*Alternative Modes comments*

- Would like to see that routine accommodations are included in every project that this sales tax measure is going to fund.
- Happy to find out that \$30M in federal funds will be allocated to bikes/trails.

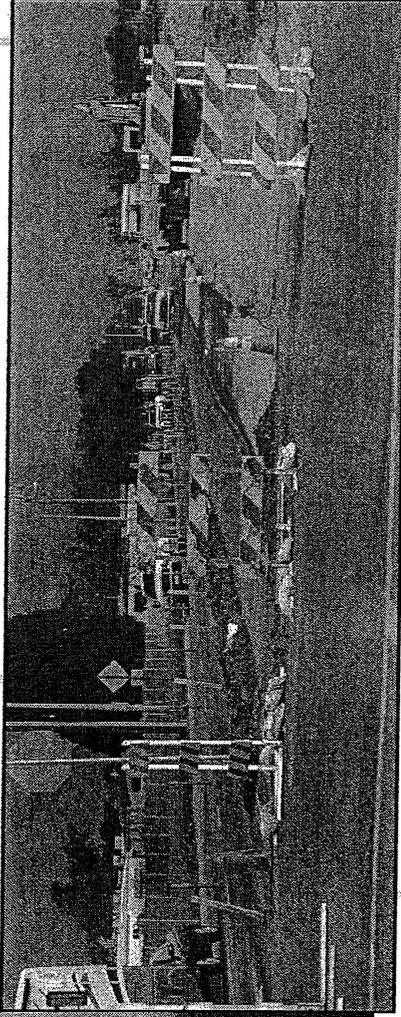
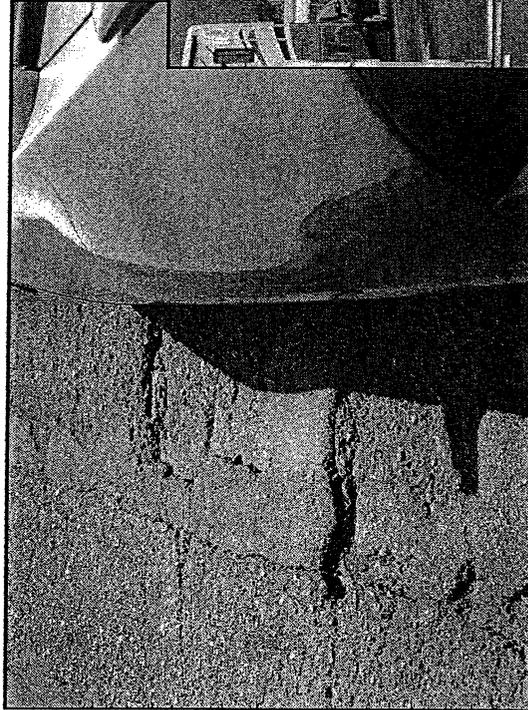




# Local Streets and Roads Safety Plan

## Local Streets and Roads

- Ensure adequate and safe roadway facilities
- Reconstruction and maintenance of road pavement, drainage, traffic signals, curbs & gutters, and ADA compliance

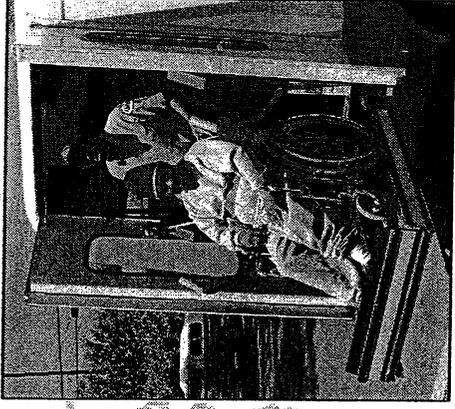
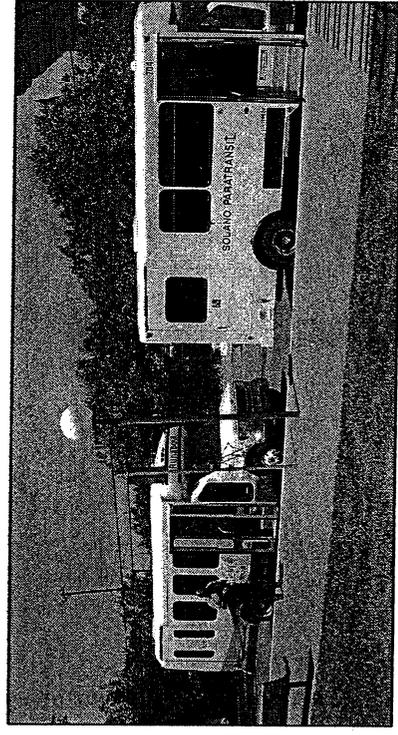


**20%**

**Recommended Funding Estimate, \$315 million**

## Senior and Disabled Transit Services

- Based on "Solano County Senior and Disabled Transit Study"
- Fare discounts for seniors and the disabled
- Expanded intercity, inter-county and local Paratransit services
- New expanded evening and weekend services to medical facilities, shopping and senior centers



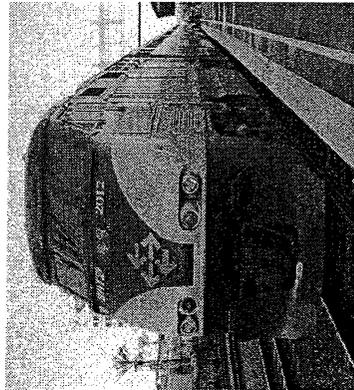
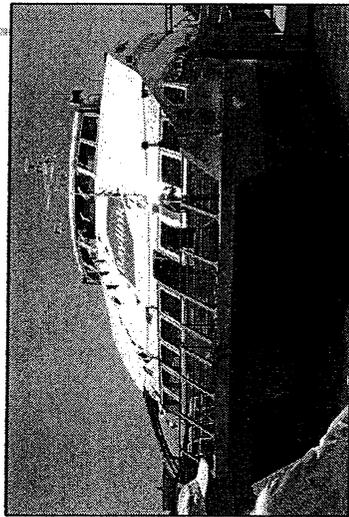
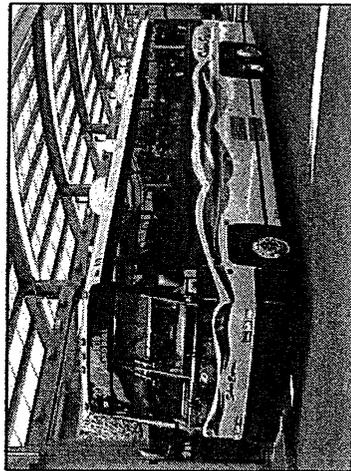
**Recommended Funding Estimate, \$115 million**

**7%**

# Service Plan

## Commuter Transit Service

- New Commuter Rail Service from Sacramento to BART (with connections to Benicia, Dixon, Fairfield/Vacaville and Suisun City).
- Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County cities).
- Expanded Vallejo Ferry Service.



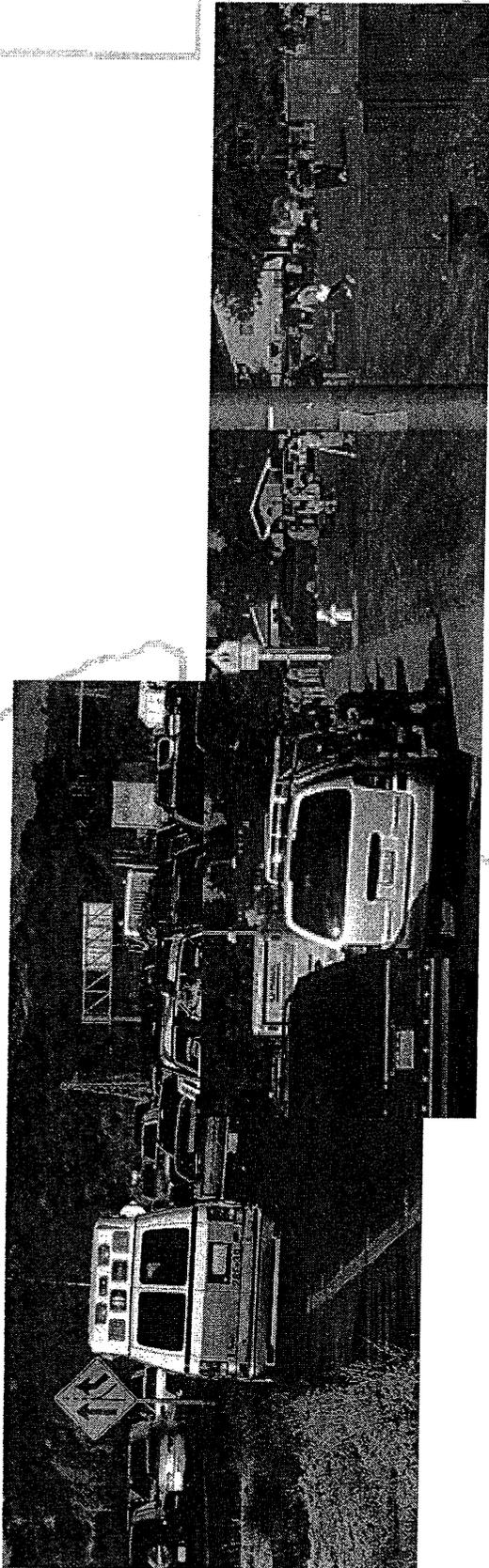
**120%**

**Recommended Funding Estimate, \$190 million**

# Local Area Safety Plan

## Safety Projects and Safe Routes to Schools

- Improved safety for walking and biking routes to schools
- Improvements to dangerous streets and intersections
- Improve key bottlenecks for emergency vehicles driving during peak commute times



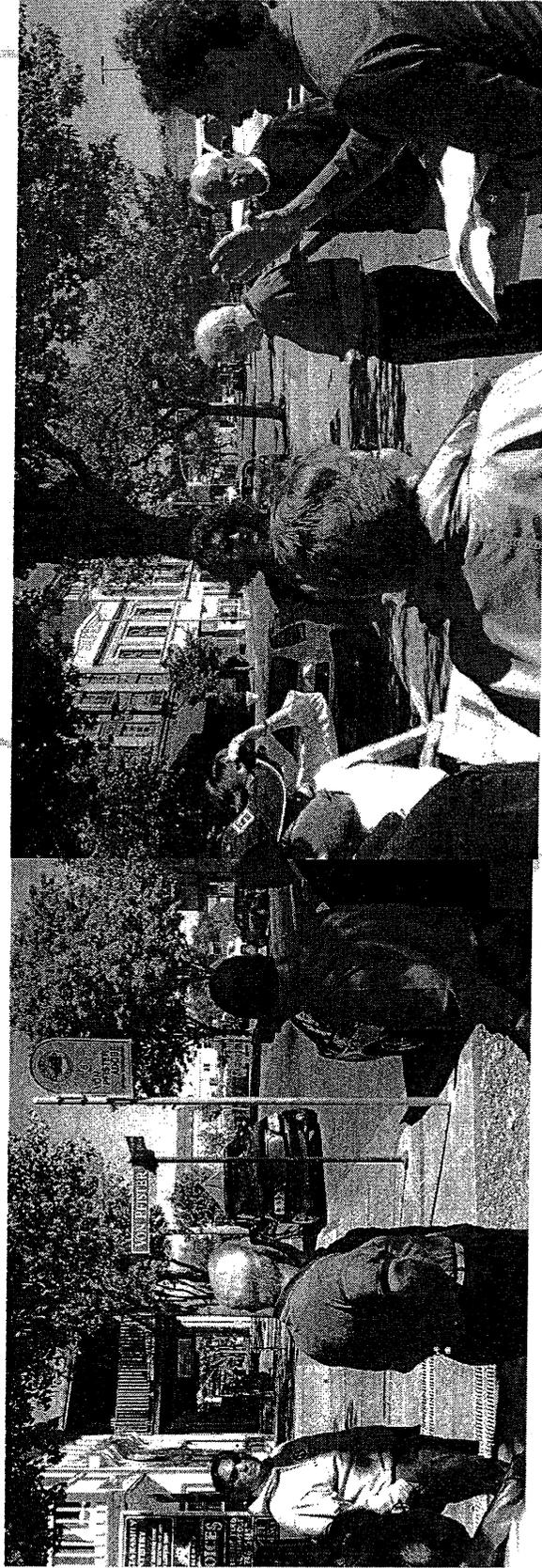
Recommended Funding Estimate, \$155 million

10%



## Local Return to Source Projects

- Community specific funding
- Addresses local needs such as local interchanges, transit, bicycle, and pedestrian oriented projects.



# 10%

**Recommended Funding Estimate, \$155 million**

*Summary*

<b>Project Categories</b>	<b>Estimated Funds</b>	<b>%</b>
Highway Corridor Improvements and Safety Projects	\$ 625m	<b>40%</b>
Local Streets and Roads	\$ 315m	<b>20%</b>
Senior and Disabled Transit Service	\$ 115m	<b>7%</b>
Commuter Transit Service	\$ 190m	<b>12%</b>
Safety Projects and Safe Routes to Schools	\$ 155m	<b>10%</b>
Local Return to Source Projects	\$ 155m	<b>10%</b>
STIA Admin/Finance	\$ 15m	1%
<b>TOTAL</b>	<b>\$ 1,570m</b>	<b>100%</b>



# Source Attribution

## Local Streets & Roads and Local Return to Source Projects

Agency	Local Streets & Roads	Local Return to Source	Total
Solano County	\$ 47.8 M	\$ 4.1 M	\$ 51.9 M
Benicia	\$ 19.4 M	\$ 8.4 M	\$ 27.8 M
Dixon	\$ 11.9 M	\$ 7.4 M	\$ 19.3 M
Fairfield	\$ 69.8 M	\$ 40.2 M	\$ 110.0 M
Rio Vista	\$ 5.1 M	\$ 5.2 M	\$ 10.3 M
Suisun City	\$ 17.7 M	\$ 10.4 M	\$ 28.1 M
Vacaville	\$ 64.2 M	\$ 34.3 M	\$ 98.5 M
Vallejo	\$ 78.0 M	\$ 47.0 M	\$ 125.0 M
<b>Total</b>	<b>\$ 315 M</b>	<b>\$ 155 M</b>	<b>\$ 475 M</b>

\*Total amounts are rounded



**Approve the following:**

1. The designation of the draft 2006 County Transportation Expenditure Plan as follows, "The Traffic Relief and Safety Plan for Solano County."
2. The distribution of the draft County Transportation Expenditure Plan for public review and input prior to adoption of the final draft plan by the STIA Board.
3. Schedule a special meeting of the STIA Board for February 1, 2006, at 6 pm, to review all public input received and consider approval of the County Transportation Expenditure Plan and placement of a local sales tax measure for transportation on the ballot for June 2006.

## Solano Transportation Improvement Authority (STIA) Solano County Traffic Relief and Safety Plan

### CITIZENS' ADVISORY COMMITTEE MEETING DATES

<b>Fairfield</b>	Mon., Jan. 9 12:00 pm	Jelly Belly Visitor Center Banquet Room One Jelly Belly Lane, Fairfield
<b>Vallejo</b>	Fri., Jan. 20 12:00 pm	JFK Library Joseph Room 505 Santa Clara St., Vallejo

### COMMUNITY MEETING DATES

<b>Benicia</b>	Mon., Jan. 23 7:00 pm	Commission Room at City Hall 250 East L St., Benicia
<b>Fairfield/Rio Vista/Suisun City</b>	Tues, Jan. 24 6:30 pm	Fairfield Community Center Lakeside Room, Suite C 1000 Kentucky, Fairfield
<b>Vacaville/Dixon</b>	Wed., Jan. 25 6:30 pm	Three Oaks Community Center Assembly Hall 1100 Alamo Drive (at Marshall), Vacaville
<b>Vallejo</b>	Mon., Jan. 30 6:30 pm	JFK Library Joseph Room 505 Santa Clara St., Vallejo

### CITY COUNCIL MEETING DATES FOR EXPENDITURE PLAN APPROVAL

<b>Suisun City</b>	02/07 7:00 pm(early)
<b>Vallejo</b>	02/07 7:00 pm (late)
<b>Vacaville</b>	02/14 7:00 pm (early)
<b>Dixon</b>	02/14 7:00 pm (late)
<b>Rio Vista</b>	02/16 7:00 pm
<b>Fairfield</b>	02/21 7:00 pm (early)
<b>Benicia</b>	02/21 7:30 pm (late)

### STIA BOARD MEETING DATES

<b>Suisun City</b>	Wed., Jan. 11, *7:00 pm	Suisun City Hall Council Chambers 701 Civic Center Drive, Suisun City
	Wed., Feb. 1, 6:00 pm	
	Wed., Feb. 22, *6:00 pm	
	Wed., Mar. 8, *7:00 pm	

### COUNTY BOARD OF SUPERVISORS' MEETING DATES

Action	Date	Location
Vote to approve draft expenditure plan	Wed., Feb. 14, 9:00 am	Solano County Administration Bldg. 675 Texas Street, Fairfield
Vote to place measure on June 2006 election ballot	Wed., Feb. 28, 9:00 am	

\*Time approximate – check website for updated schedule – [www.solanolinks.com/stia](http://www.solanolinks.com/stia)





DATE: January 12, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Request for Proposal (RFP) of Project Management Services

**Background:**

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

The STA will be the lead on the PSR for SR 12/ Church Road Improvements Project in Rio Vista to be funded by the STA in FY 2005-06 and FY 2006-07. The STA Board approved the STA to proceed with this PSR on December 14, 2005.

In addition, the City of Rio Vista obtained a \$560,000 (\$492,000 available) Federal Earmark for completing both the SR 12 – Rio Vista Bridge Study and a Signage Improvement Project. Based on discussions with the City of Rio Vista on January 12, 2006, \$362,000 of this Earmark will be available for this Study.

**Discussion:**

On January 11, 2006 the STA Board approved the STA to combine the work effort of the SR 12/Church Road Improvements PSR and the Rio Vista Bridge Study. On January 12, 2006, the City of Rio Vista concurred with this approach, including having the STA be the lead for the work.

The SR 12/Church Road Improvements involve; re-aligning one of the local roads at SR 12, studying acceleration and deceleration lanes, and a traffic signal. This work was identified in the SR 12 2001 Major Investment Study. The PSR will also address and consider a future Park-and-Ride Lot. The PSR will be the basis for the City of Rio Vista to seek funding this proposed work by developer fees. It is estimated the alignment PSR will between \$150,000 to \$200,000.

The Rio Vista Bridge Study will study 3 alternatives for a new bridge in addition to addressing the existing structure. The Study will address land use, urban design, design standards, provide visual renderings, take public input in the proposed alternatives and ultimately be adopted by the STA Board, the City of Rio Vista, and Caltrans (District 3, 4, and 10). This effort will require an MOU to be developed between STA, the City of Rio Vista, the County, and Caltrans (Dist. 3, 4, and 10).

In addition to the two projects being located in the same community and having the same Stakeholders, both projects will require similar traffic forecasting.

Effectively managing the PSR and the Bridge Study is necessary to insure cost, scope and schedule of the products are met to the expectation of the City Council, STA Board, Caltrans, and all other important Stakeholders. Having a dedicated Project Manager is the appropriate action to insure this outcome. The STA is currently utilizing this approach for the I-80/I-680/SR 12 Interchange and the North Connector Projects.

Due to the proximity and similar scope of the SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study, utilizing the same consultant for Project Management services on both efforts will likely result in improved efficiencies, cost effectiveness, and coordination. The proposal to combine the Project Management for these two efforts was discussed and concurred with by the City of Rio Vista on January 12, 2006.

**Fiscal Impact:**

The SR 12/Church Road Improvements PSR and SR 12 - Rio Vista Bridge Study Project Management services would be funded by the fund sources of the individual Report/Study. The PSR and all related work will be funded by the STA dedicated \$112,000 FY 05/06 and \$125,000 FY 06/07 budgets for the PSR work for future STIP eligible projects and the Bridge Study and all related work will be funded by the City of Rio Vista Federal Earmark.

**Recommendation:**

Forward a recommendation to the STA Board authorizing the Executive Director to issue a RFP for Project Management Services for SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study



DATE: January 13, 2006  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Final State Route (SR) 12 Transit Corridor Study

**Background:**

In 2001, the State Route 12 Major Investment Study identified the need for future transit service (in addition to various recommended short- and long-term corridor improvements) to provide an alternative mode of travel along the SR 12 Corridor from Rio Vista to Fairfield, with connections to the Capitol Corridor and the Fairfield Transportation Center. The Napa Solano Passenger Rail Feasibility Study recommended that bus service between Fairfield and Napa County be implemented initially before any future long-term rail system is considered. Finally, the I-80/I-680/I-780 Transit Corridor Study and Solano Comprehensive Transportation Plan both recommended that a SR 12 Transit Corridor Study be conducted.

All of these plans and studies assumed that future transit services would be needed to complement the new roadway improvements being planned to accommodate vehicles, trucks and buses along the entire corridor including 4-lanes between Fairfield and Napa, 4-lanes in Rio Vista and certain safety and operational improvements in each of the three corridor cities as well as in the unincorporated portions of the corridor between Suisun City and Rio Vista.

The STA Board identified the SR 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. The initiation of this study was recommended by various transportation studies recently completed by the STA. This Transit Study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plans.

Based upon the various STA and local transit studies prepared in the past couple of years and the projected increase in population, jobs and travel demand along the SR 12 Corridor, daily transit service (between Rio Vista-Suisun City-Fairfield-Napa) is anticipated to be needed in the next three to five years. Currently, there is no daily transit service along the SR 12 Corridor connecting Fairfield and Suisun City to Napa or Rio Vista to Fairfield and Suisun City.

On January 12, 2005, the STA Board authorized the Executive Director to enter into a consultant contract with Urbitran Associates, Inc. for an amount not to exceed \$37,000 to conduct the SR 12 Transit Corridor Study. The study is funded based on commitments of \$15,000 from the Napa County Transportation Planning Agency (NCTPA) and \$25,000 in the FY 2004-05 STA Budget.

The SR 12 Transit Corridor Study included the following major tasks:

1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee was established to provide oversight on the Study. The Steering Committee included the following members: the Cities of Fairfield, Rio Vista, and Suisun City, the Napa County Cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), and STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin Council of Governments).

An Existing Conditions Report was completed in March 2005. The consultants met with stakeholders and compiled information from various transit studies, short-range transit plans, the Solano Napa Travel Demand Model and other demographic data sources. A preliminary Service Concept Plan was prepared in May 2005 to identify potential service alternatives, routing, frequency, stops and sample schedules for both peak and non-peak hour services. Copies of these reports (Existing Conditions and Preliminary Service Plan) were provided and presentations made at the March and May Consortium and TAC meetings respectively.

The SR 12 Policy Steering Committee held its first meeting on April 7, 2005. This meeting included both a session on the prioritized highways improvements planned for SR 12 East and then a presentation on the SR 12 Transit Corridor Study. The last Steering Committee meeting was held on June 17, 2005 to provide an opportunity for the committee to provide comments on the Preliminary Service Plan. The last Steering Committee meeting was held on October 31, 2005 and various input was provided on the Study. Summarized comments from each of the public meetings and the October 31 Steering Committee were incorporated into the report (Appendix A to January 2006 SR 12 Transit Corridor Study).

Three public input meetings have been held as follows:

- June 27, 2005 - Napa
- June 28, 2005 - Rio Vista
- August 29, 2005 – Fairfield/Suisun City

**Discussion:**

On October 11, 2005 input was received on the Draft Plan by the County Board of Supervisors and on October 31, 2005 from the SR 12 Steering Committee meeting. The main comments that came out of these meetings included the ridership, fares, cost effectiveness, timing and next steps for initiating the service. More information addressing the major comments have been incorporated into the Final Draft Plan. On October 31, 2005, the SR 12 Steering Committee forwarded their comments and unanimously recommended that STA Board approve the SR 12 Transit Corridor Study.

At the November 30, 2005 TAC and Consortium meetings, revised copies of the revised Draft Plan were distributed to the members and the committees requested some additional time for further review of the study prior to providing a recommendation to the STA Board.

The revised report entitled “State Route 12 Corridor Study, January 2006” has been prepared, superceding all previous draft reports. The current report includes the following additional and/or updated information:

- Updated 2030 peak hour traffic projections and ridership demand for SR 12 based on the new Solano Napa Travel Demand Model – Phase 1
- Proposed service phasing plan
- Updated bus stop locations

- Projected peak and off-peak ridership for the proposed service
- Summary of public comments received from the public input meetings
- Proposed fare structure and updated farebox recovery ratio
- Refined capital and operating costs for each phase
- Further text updates and edits as requested from members of the TAC

Based on the additional comments recently from TAC members, a revised SR 12 Transit Corridor dated January 2006 has now been prepared (Attachment A).

Various implementation steps are included in the study. It is expected that a funding plan will be prepared over the next year or so and that initial phase (s) of the proposed service would be initiated when sufficient funding is secured. At that time the SR 12 Steering Committee would meet again to review and recommend a more detailed implementation plan.

**Recommendation:**

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

**Attachment:**

- A. Final Plan for the SR 12 Transit Corridor Study, January 2006  
(To be provided under separate enclosure.)





DATE: January 13, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Intercity Transit Funding Agreement – Status Update

**Background:**

The STA's I-80/I-680/I-780 Transit Corridor Study identified eight intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. The basis for the existing subsidy sharing for these routes varies. The Transit Corridor Study recommended developing an annual and multi-year funding agreement for intercity transit services as a part of the next steps following completion of the Study.

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

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

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

**Discussion:**

Staff collected much of the data and began testing a variety of scenarios primarily using these two factors. In late October 2005, these initial scenarios were shared with the transit operators and other funding partners to review and discuss.

Since that time, a series of nearly weekly meetings with the representatives of the Transit Consortium have been held to review and refine the data that is inputted into the funding scenarios. The Intercity Transit Funding (ITF) Working Group agreed to use the same methodology among operators to

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

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. However, this has been complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, staff drafted goals for this effort. The latest version of these goals are provided in Attachment A.

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

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

**Recommendation:**

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

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

**Attachments:**

- A. Proposed Goals for the Intercity Transit Funding Group
- B. Proposed Intercity Transit Service Route Analysis Evaluation Parameters

**INTERCITY TRANSIT FUNDING**

**NEAR TERM GOALS AND ACTIVITIES**

(December 2005 – Late Summer 2006)

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**Goal 1: To focus limited financial resources and deliver productive service, develop a cost effective and affordable revised route structure for Routes 20, 30, 40, 85, 90, 91, and 92 to be implemented by August 2006.**

Activities:

- a. Review current route structure, schedules, and performance for Routes 20, 30, 40, 85, 90, 91, 92.
- b. Revise route structure to best meet performance criteria and standards.
- c. Develop schedule for implementing service revisions, including board/council presentations, public hearings, driver sign-up, printing route maps and schedules.
- d. Identify how RM2 funds will be used in the revised route structure.
- e. Create a marketing plan for the revised route structure.
- f. Estimate costs and data to be used in subsidy sharing formula (See Goal 2).
- g. Implement revised service plan.

**Goal 2: To provide certainty to intercity transit operators and funding partners, establish a method and an agreement for sharing subsidies for intercity routes for FY 2006-07 and future years based on a consensus of the participating jurisdictions.**

Activities:

- a. Agree upon FY 2005-06 operating cost estimates for each route.
- b. Agree upon FY 2005-06 fare revenue and other subsidies for each route.
- c. Agree upon potential factors to use in sharing subsidies (population, route miles, stops, ridership).
- d. Collect and agree upon data for use in potential subsidy sharing formulae.
- e. Identify scenarios for testing different formulae, comparing the results to the "existing" FY 2005-06 subsidy sharing.
- f. Agree upon a formula for subsidy sharing in FY 2006-07, FY 2007-08, and FY 2008-09.
- g. Develop route costs for FY 2006-07.
- h. Review and approve a three year intercity subsidy sharing agreement and attachments.
- i. Create the FY 2006-07 TDA matrix to guide TDA claims for intercity transit service.

**LONGER TERM GOALS AND ACTIVITIES**  
(January 2006 – December 2006)

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**Goal 1: To focus limited financial resources and deliver productive service, develop a cost effective and affordable revised route structure for intercity transit service to be implemented no later than July 1, 2007.**

Activities:

- a. Review current route structure, schedules, and performance.
- b. Agree upon parameters, performance criteria and standards for evaluating route and system performance.
- c. Revise route structure to best meet performance criteria and standards.
- d. Develop schedule for implementing service revisions, including board/council presentations, public hearings, driver sign-up, printing route maps and schedules.
- e. Identify how RM2 funds will be used in the revised route structure.
- f. Create a marketing plan for the revised route structure.
- g. Estimate costs and data to be used in subsidy sharing formula (See Near Term Goal 2).
- h. Update Subsidy Sharing Formula and amend agreement as needed for FY 2007-08.
- i. Implement revised service plan.

**INTERCITY TRANSIT SERVICE**

**SERVICE PLAN REVIEW**

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**Potential Route Analysis Evaluation Parameters**

Productivity Measures

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

Policy/Coverage Requirements

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





DATE: January 17, 2006  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: State Legislative Update – January 2006

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. A Legislative Update from Shaw/Yoder is attached for your information. It outlines the Governor's proposed State Budget for 2006-2007 as it relates to the STA.

**Discussion:**

Governor Schwarzenegger released his proposed State Budget for 2006-2007 on January 11, 2006. Of particular note are the following points:

- While revenue expectations have improved over earlier projections, the State still has a General Fund operating deficit of over \$5.4 billion.
- The Governor has proposed full funding for Proposition 42, which will transfer about \$1.4 billion in revenues from the General Fund to transportation programs, including transit and highway projects and services. He also proposes a constitutional amendment to protect Proposition 42 funds.
- As declared in his State of the State address last week, the Governor seeks to implement a long-term \$222 billion infrastructure plan for California. \$100 billion of the identified total "Strategic Growth Plan" would already materialize from existing funding sources, but the Governor still proposes \$120 billion of new revenue, with \$68 billion to be funded through General Obligation bonds. The transportation focus of this program is on highway spending, but does propose \$4.5 billion in new intercity and commuter rail funding, most of which only assists the State's intercity rail services (i.e., the Capitol Corridor), not local public transit.
- As part of his infrastructure plan, the Governor also proposes to incorporate elements of his "GoCalifornia" plan, which was unveiled last year. These include broader statutory authority for transportation agencies to use design-build and design sequencing techniques.

Caltrans and the Business, Transportation and Housing Agency have submitted earmarks for regionally significant candidate projects to receive State matching funds through the Governor's bond proposal. Solano County would benefit from the following line items:

- \$300 million for the I-80/I-680/ SR12 Interchange project
- \$65 million for the SR 12 Jameson Canyon project
- \$4 for Corridor Management – Hiddenbrook Bikeway/I-80

Solano County received the 2<sup>nd</sup> highest earmark in the Bay Area (\$300 million). These proposed earmarks are important to the STA to expedite completion of these projects. Of particular significance are I-80/I-680/SR 12 and SR 12 Jameson Canyon, which are two of STA's six priority projects named in the Transportation Report to the State Legislature (February 2005).

As stated in priority #8 of the 2006 STA Legislative Priorities and Platform, the STA "supports efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund."

**Recommendation:**

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

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

Attachment:

- A. Shaw/Yoder Budget Update, January 11, 2006



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

January 11, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: BUDGET UPDATE**

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Yesterday at 1:00 p.m. Governor Schwarzenegger unveiled his proposed State Budget for 2006-07. Following are the highlights with regards to transit and transportation. Here's our general understanding so far:

- California revenues showed solid growth in 2004 and even stronger growth in 2005. The outlook for 2006 and 2007 is for continued gains. **Revenue expectations have improved** from what was projected at the time the 2005 Budget Act was enacted. Since that time, General Fund revenues have increased by \$5.5 billion for the past and current years combined, with total 2005-06 revenues and transfers estimated at \$87.7 billion. For 2006-07, revenues are expected to grow by \$4.3 billion, to \$92 billion, a 4.9-percent increase year-over-year.
- On the other hand, the Governor estimates a **General Fund (GF) operating (or "structural") deficit in excess of \$5.4 billion** (i.e. a continuing mismatch between Budget year revenues and Budget year expenditures), and therefore proposes a number of steps to close the gap, including deep cuts in social services programs.
- However, because there are carry-over funds from the current Budget year and because state revenues are up from many sectors over last year, **the Governor proposes several spending enhancements for transit and transportation**, as detailed below, as well as education, law enforcement and other program spending enhancements.
- He proposed **full funding for Proposition 42** which will transfer about **\$1.4 billion in revenues** from the GF to transportation programs, including transit and highway projects & services. These funds would flow as follows: \$678 million to Traffic Congestion Relief Program (TCRP) projects; \$582 million to the State Transportation Improvement Program (STIP); and, \$146 million to the Public Transportation Account. (Per current law, cities and counties are *not* scheduled to receive any local streets & roads funds from Prop. 42 in both 2006-07 and 2007-08, because the State provided what would have been their share in 2001-02 and 2002-03, even though Prop. 42 was not fully funded in those years.

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- He also proposes **\$920 million for advance payment** of a portion of the **Proposition 42 loan** due in 2007-08 (including interest). These dollars will be allocated as follows: \$410 million to the Traffic Congestion Relief Fund (TCRF) for TCRP projects; \$255 million to the STIP; and, \$255 million to cities and counties for local streets & roads.
- The 2005 Budget Act assumed repayment of a portion of outstanding transportation loans with \$1 billion in bond proceeds derived from certain **Indian gaming revenues** to specified transportation programs. However, several lawsuits have delayed the issuance of the bonds to obtain the cash to repay these loans. One is still pending, and another, which was dismissed, may be appealed. Nonetheless, the California Infrastructure and Economic Development Bank late last year authorized the sale of the compact revenues, which is the first step in the process. The Budget assumes the bond sale will occur in the spring of 2006. If and when this takes place, the revenues are scheduled to be allocated as follows: \$290 million to Traffic Congestion Relief Program (TCRP); \$465 million to the State Highway Account; \$122 million to the Public Transportation Account; and, \$122 million to be allocated to cities and counties for streets & roads purposes.
- As previously reported, the Governor, as mentioned in his State of the State last week, seeks to implement a long-term, **\$222 billion infrastructure plan** for California that would fund a variety of objectives. \$100 billion of the identified total "Strategic Growth Plan" would already materialize from existing funding sources. Nevertheless, the Governor still proposes \$120 billion of new revenue, with \$68 billion to be funded through General Obligation bonds. The transportation focus of this program is on highway spending, but he does propose \$4.5 billion in new intercity and commuter rail funding, most of which only assists the State's rail services, not local public transit.
- The proposed funding level for the **State Transit Assistance Program** is **\$235 million**, about a \$34 million increase from the current year (primarily due to full Prop. 42 funding), and double the level from 2004-05.
- Unfortunately, the Governor also proposes to use dedicated transit funds for non-transit purposes, by **suspending all "spillover" transfers** from the GF to the Public Transportation Account, costing transit programs another **\$318 million**. He would retain the first \$200 million in the General Fund (per last year's budget deal), and transfer the final \$118 million to the Bay Area Toll Account (per last year's San Francisco-Oakland Bay Bridge re-financing legislation).
- He does propose a **constitutional amendment** to "**firewall**" **Proposition 42** (i.e. by eliminating the current ability of the Governor and Legislature to suspend Proposition 42).
- The Governor's Budget also includes \$5 million from the Antiterrorism Fund to establish a new **Mass Transportation Security Grant Program**. It is not clear yet whether this is new State spending or "pass through" of Federal funds.

- As part of his infrastructure plan, the Governor also proposes to incorporate elements of his "GoCalifornia" plan, which was unveiled -- but languished -- last year. These include **broader statutory authority for transportation agencies to use design-build and design sequencing** techniques.
- Finally, the Governor proposes **postponing indefinitely** the vote on the \$9.95 billion **high speed rail bond act** currently called for in law to occur in November of 2006.

All in all, the Budget proposed by the Governor is very good for transportation. In addition to the Budget, the Governor has recently provided details of his Strategic Growth Plan. The Governor, as mentioned in his State of the State last week, seeks to implement a long-term, \$222 billion infrastructure plan for California that would fund a variety of objectives. In fairness, \$100 billion of the identified total would already materialize because they are existing funding sources. Nevertheless, the Governor still proposes \$120 billion of new revenue, with \$68 billion to be funded through General Obligation bonds. The following, excerpted from the Governor's 2006-07 Proposed Budget identifies the Governor's spending outline for these funds over the next ten years:

Figure INF-01  
**Strategic Growth Plan Five and Ten Year Financing**  
(Dollars in Billions)

**First Five Years**

Program	Total	General Obligation and Lease Revenue Bonds		Existing Funding Sources	New Funding Sources
		GO	LR		
Transportation/Air Quality	\$42.0	\$6.0	-	\$25.0	\$11.0
K-12*	17.5	7.0	-	10.5	-
Higher Education*	5.4	5.4	-	-	-
Flood Control and Water Supply	11.0	3.0	-	8.0	-
Public Safety	8.1	2.6	0.4	5.1	-
Courts & Other Public Service Infrastructure	2.3	1.2	0.4	0.7	-
<b>Totals - First Five Years</b>	<b>\$86.3</b>	<b>\$25.2</b>	<b>\$0.8</b>	<b>\$49.3</b>	<b>\$11.0</b>

**Second Five Years**

Program	Total	General Obligation and Lease Revenue Bonds		Existing Funding Sources	New Funding Sources
		GO	LR		
Transportation/Air Quality	\$65.0	\$6.0	-	\$22.0	\$37.0
K-12*	30.7	19.3	-	11.4	-
Higher Education*	6.3	6.3	-	-	-
Flood Control and Water Supply	24.0	6.0	-	13.0	5.0
Public Safety	9.3	4.2	-	5.1	-
Courts	1.0	1.0	-	-	-
<b>Totals - Second Five Years</b>	<b>\$136.3</b>	<b>\$42.8</b>	<b>-</b>	<b>\$51.5</b>	<b>\$42.0</b>
<b>GRAND TOTALS TEN YEARS</b>	<b>\$222.6</b>	<b>\$68.0</b>	<b>\$0.8</b>	<b>\$100.8</b>	<b>\$53.0</b>

\*K-12 and Higher Education will be combined in the bond proposals.

More specifically for transportation, the Governor offers the following detail:

**TEN-YEAR OVERALL SPENDING PLAN**

The ten-year plan consists of the following components:

- \$21.2 billion for major projects on state interregional routes and to expand and complete the High Occupancy Vehicle lane system.
- \$18.9 billion to expand trade corridors and regional priorities.
- \$18.9 billion for capacity expansion on major corridors of the highway system by using strategies such as adding auxiliary lanes, using technology to assist drivers, and improving interchanges.
- \$4.5 billion to expand existing transit rail and to add new urban commuter rail and intercity passenger rail.

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- \$28.9 billion for rehabilitation and preservation of the state highway system.
- \$7.9 billion for safety and operational improvements on the state highway system.
- \$3 billion for transportation technology and Intelligent Transportation Systems.
- \$943 million to expand park and ride opportunities and bicycle and pedestrian routes.
- \$471 million to improve transit and rail services.
- \$297 million to expand the Freeway Service Patrol.

## TEN-YEAR FUNDING SOURCES

Funding includes \$47 billion in existing transportation funding sources such as the gas tax, Proposition 42, and federal funds. A total of \$48 billion in new funding is proposed from leveraging existing funds and new bond funds to attract increased federal, private, and local funding, as well as using revenue bonds repaid from state gas tax and federal funds.

The remaining \$12 billion of need is proposed to be derived from GO bonds. It is proposed that the bonds will be authorized in two tranches in 2006 and 2008.

### **2006 BOND (2006-07 THROUGH 2010-11) - \$6 BILLION**

- \$1.7 billion to increase highway capacity.
- \$1.3 billion for safety and preservation improvements to the state highway system.
- \$1 billion for port improvements, mitigation related to programs and projects that reduce diesel emissions, and mitigation of other community impacts.
- \$1 billion for goods movement infrastructure, which will reduce related road congestion.
- \$400 million for intercity rail expansion.
- \$300 million for corridor mobility improvements.
- \$200 million for Intelligent Transportation Systems.
- \$100 million to expand park and ride opportunities and bicycle and pedestrian improvements.

### **2008 BOND (2011-12 THROUGH 2016-17) - \$6 BILLION**

- \$3.6 billion for highway projects that provide congestion relief and meet or exceed performance measures for improved corridor performance.
- \$2 billion for goods movement infrastructure, which will reduce related road congestion
- \$200 million for highway safety and preservation projects.
- \$100 million for additional intercity rail expansion.
- \$100 million to expand park and ride opportunities and bicycle and pedestrian improvements.

Included in the details of the outlined pots of revenue, **the STA is identified to receive \$300 million for 80/680 as well as \$4 million for park and ride improvements.**

Attached are documents pertaining to the budget; one document that highlights the major impacts to program areas, and one document published by the Assembly Budget Committee also describing the major points of the budget. The Legislative Analyst's Office will next weigh-in on the Proposed Budget by publishing a comprehensive analysis later this month. We will continue to update you as more information is known.





DATE: January 17, 2006  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Development of a Draft Priority Projects/Overall Work Plan for  
FY 2006-07 and FY 2007-08

**Background:**

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

**Discussion:**

Attached for review, discussion and input by the Transit Consortium and STA TAC is the STA's draft Overall Work Plan for FY 2006-07 and FY 2007-08. This list has been updated by staff and includes 38 of the previous 42 items on the current list of STA Board adopted priority projects. Additional items proposed to be added to the list include:

- Travis Air Force Base Access Improvement Plan (North & South Gates)
- Project Study Reports
- Intercity Transit Coordination
- Lifeline Program Management
- Abandoned Vehicle Program

This draft list also reflects the deletion or a modification of a couple of projects that were completed in the past year. This includes the following:

- Hwy 37 widening and 37/29 Interchange projects
- I-80/I-680 Auxiliary Lane project
- Walters Road widening segment of Jepson Parkway
- Local Transit Studies
- Napa Solano Rail Study

The suggested schedule for development and adoption of the Overall Work Plan is as follows:

January 25, 2006	Review and comment by TAC and Consortium
February 8, 2006	Review and comment by STA Board and distribute
March 29, 2006	Recommend adoption by TAC and Consortium
April 12, 2006	Adoption by STA Board
May 31, 2006	Review of Funding Plan for OWP by TAC
June 14, 2006	Funding of Overall Work Plan by STA Board

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

**Recommendation:**

Informational.

Attachment:

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



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2005-06 / FY 2006-07 / FY 2007-08**  
 Last Updated: 1/19/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<p><b>I-80/680/SR 12 Interchange</b>            A. Interchange EIR/EIS            B. Cordelia Truck Scales Design            C. Breakout Logical Components            Status: Environmental studies are underway. Anticipate Public Meeting in Spring 2006.            Estimated Completion Date (ECD) Environmental Document 2008</p>	STA	TCRP \$100M RM2 \$12M TCRP \$17.4M Fed Demo \$16.4M STP Current Shortfall in funding \$702M to \$1B	X	X	X	\$8.1M for EIR/EIS \$0.885 to 1.2B (Capital Cost)	Projects Janet Adams
2.	<p><b>North Connector</b>            Status: Environmental Document to be completed Winter 2006-07. STA proceeding with Designer procurement. Coop w/ City of Fairfield, and County is being developed.            ECD Environmental Document: Winter 2006-07            ECD Design: Summer 2007</p>	STA	TCRP (environmental) \$ 21.3M RM2 East Section \$ 33.8M City of Fairfield Central Section \$31.4M West Section (TBD)	X	X	X	\$2.7M EIR/EA \$86.6M (Capital Cost)	Projects Janet Adams
3.	<p><b>SR 12 West-Truck Climbing Lane Project</b>            Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled to start in 2007 depending on the availability of SHOPP funds.            ECD Construction: 2008</p>	Caltrans	SHOPP (2004)	X	X	X	\$7.4M	Projects Nick Endrawos - PM (Caltrans)



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 1/19/2006

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



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 1/19/2006

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



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 1/19/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<p><u>Project Study Reports (PSR's)</u></p> <p>A. SR 12 at Church Road            Status: STA lead, RFP early 2006</p> <p>B. I-80 HOV Lanes/Turner OC            Status: STA lead, RFP early 2006</p> <p>C. STA Lead, Coop to be developed City/County/STA            I-80 EB Aux Lanes Travis Blvd. to Air Base Pkwy            Status: STA to be lead, pending funding</p> <p>D. I-80 HOV Lane Air Base to I-505            Status: STA to be lead, pending funding</p>	STA	<p>STA PSR Funds</p> <p>County – Fed Earmark</p> <p>Unfunded</p> <p>Unfunded</p>	X	X	X		Projects Janet Adams
9-32	<p><u>Develop Corridor Management Policy(s)</u></p> <p>This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)</p>	STA	N/A		X		N/A	Projects Janet Adams
10.	<p><u>Benicia-Martinez Bridge Project</u></p> <p>Status: New Bridge to open end 2007            ECD: 2007</p>	Caltrans	RM1 RM2	X	X	X	\$1.2B	Projects Janet Adams Mo Pazoooki (Caltrans)
11.	<p><u>Hwy 12 Jameson Canyon</u></p> <p>Status: Coop. Caltrans has the current lead on the EIR/EIS Document. STA is initiating formal partnership between Caltrans and Napa County to move forward as the lead agency in completing this project.            ECD: Pending Review with Caltrans</p>	Caltrans	TCRP (environmental) RTIP ITIP Fed Earmark	X	X		\$112M	Projects Janet Adams Nick Endrawos (Caltrans)



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
FY 2005-06 / FY 2006-07 / FY 2007-08  
Last Updated: 1/19/2006**

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



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
FY 2005-06 / FY 2006-07 / FY 2007-08  
Last Updated: 1/19/2006**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD/STAFF
14.	<b>SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study</b> Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. PSR. ECD: 2006	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
15.	<b>Highway 37 Project</b> Mitigation site and Landscaping Status: \$ 600K Rte 37 landscape should advertise Summer 2006.							Projects Janet Adams
16.	<b>Highway 113 SHOPP Project</b> In Downtown Dixon - Reconstruct SR 113 Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair. ECD: 2006	Caltrans	SHOPP		X		\$2.5 mil.	Projects Janet Adams Nick Endrawos (Caltrans)
17.	<b>Union Street/Main Street Reopening Feasibility Study</b> Status: Draft is complete, STA to work with Cities and County for developing recommendation for STA Board (TLC Priority) ECD: 2006	STA	STIP-PPM	X			\$10,000	Projects Janet Adams Dan Christians



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2005-06 / FY 2006-07 / FY 2007-08**  
 Last Updated: 1/19/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD/STAFF
18.	<b>Monitor Delivery of Local Projects/Allocation of Funds</b> Status: ongoing activity, STA pursuing development of tracking system for these projects. ECD: Ongoing activity.	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	X	X	NA	Projects Jennifer Tongson
19.	<b>Regional Measure 2(RM 2) Implementation</b> <ul style="list-style-type: none"> <li>• Vallejo Station</li> <li>• Solano Intermodal Facilities</li> <li>• Capitol Corridor Improvements</li> <li>• Regional Express Bus North Capital and Operating</li> </ul> Status: Funding reserves submitted	Vallejo STA STA CCJPA MTC	RM2	Ongoing			\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)	Projects Janet Adams Jennifer Tongson
135								
20.	<b>SR 12 MIS Operational Strategy</b> Status: The Operational Strategy will provide a list of prioritized projects based upon the MIS completed in 2001. ECD: 2005-2006	STA	Gas Tax	X			\$300,000	Projects Janet Adams
21.	<b>SR 113 MIS</b> Status FY 2006-07	STA	Unfunded – Seeking State Planning Grant and STP/ CMAQ Swap	X	X		\$150,000	Planning Dan Christians



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 1/19/2006

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



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2005-06 / FY 2006-07 / FY 2007-08**  
 Last Updated: 1/19/2006

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



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
FY 2005-06 / FY 2006-07 / FY 2007-08  
Last Updated: 1/19/2006**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
28.	<p><b>Development of STA's Transportation for Livable Communities (TLC) Program</b></p> <p>A. Further define/implement Land Use Strategies-TLC Best Practices Plan</p> <p>B. New TLC guidelines - completed</p> <p>C. TLC Corridor Studies (i.e. North Connector, Jepsen Parkway and S.R. 12 Design Concept) funding strategy</p> <p>D. County TLC Plan - Completed</p> <p>E. TLC Planning Grants</p> <p>F. Alternative Modes Funding Strategy under Development</p> <p>ECD: Ongoing</p>	STA	Regional TLC CMAQ TE  STP-Planning	X X X	X	X	\$68M (Capital Costs)  \$125,000	Planning Robert Guerrero
138								
29.	<p><b>Implementation of Countywide Bicycle Plan Priority Projects</b></p> <p>A. Solano Bikeway Feasibility-Phase 2 Vallejo- Hiddenbrook to Fairfield</p> <p>B. Jepsen Parkway Bikeway (next phase)</p> <p>C. Benicia Bike Route: State Park/ I-780</p> <p>D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)</p> <p>Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004</p> <p>ECD: Ongoing</p>	Fairfield/ Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	X			\$5M-\$7M (Capital costs)	Planning Sam Shelton



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2005-06 / FY 2006-07 / FY 2007-08**  
 Last Updated: 1/19/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD/STAFF
30.	<u>Countywide Pedestrian Plan and Implementation Plan</u> Status: Countywide Pedestrian Plan is completed. Fairfield Linear Park A. Union-Main Street Pedestrian Enhancement ECD: Ongoing	STA Solano County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X			\$3-\$5M (Capital Cost)	Planning Robert Guerrero
31.	<u>STA Marketing/Public Information Program</u> A. Website B. Materials C. Events D. Transit Marketing E. Bus Wraps Status: RFP for new marketing consultant to develop new materials. ECD: New contractor Spring 2006	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Anna McLaughlin
139								
32.	<u>Bavlink Ferry Support and Operational Funds</u> A. Vallejo Station B. New Ferry C. Maintenance Facility Status: Ongoing	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
FY 2005-06 / FY 2006-07 / FY 2007-08  
Last Updated: 1/19/2006**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
33.	<b>Route 30 Management</b> A. Performance Monitoring B. Funding Agreement Update C. Marketing D. Jt. Fare Instrument  Status: Ongoing	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards
34.	<b>Solano Paratransit Management</b> A. Assessment Study B. Performance Monitoring C. Funding Agreement Update D. Service Efficiency Policies E. Marketing and Increase awareness of Solano Paratransit (Wraps, brochures) F. Vehicle Purchase Grant Administration G. PCC Management	STA	STAF	X	X	X	\$140,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
140								
35.	<b>SR 12 Transit Corridor Study</b> ECD: February 2006	STA	STAF NCTPA	X			\$25,000 \$15,000	Planning/ Transit/Rideshare Dan Christians Elizabeth Richards
36.	<b>Intercity Transit Coordination</b> ECD: July 2006 A. Funding Agreement B. TDA Fund Coordination C. STAF Fund Management D. Intercity Transit Marketing E. Unmet Transit Needs Coordination ECD: FY 2006-07 TDA Cycle: June 2006	STA	STAF/TFCA	X	X	X		Transit/Rideshare Elizabeth Richards
		MTC						



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 1/19/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
37.	<u>Transit Consolidation Study</u>  Status: Funding in place; Board authorized to proceed. Initiate July 2006	STA	STAF MTC	X	X		\$75,000 \$60,000	Transit/Rideshare Elizabeth Richards
38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study FY 2005-06 B. Vallejo Study- FY 2006-07 C. Dixon Completed/ Status: LIFT grant obtained and implementation underway.	STA/MTC	MTC/CBO STAF	X	X		\$30,000 \$30,000	Transit/Rideshare Elizabeth Richards
141								
39.	<u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects (March '06) C. Project Selection (May '06) D. Monitor Projects	STA/MTC	STAF	X	X		\$15,000	Transit/Rideshare Elizabeth Richards
40.	<u>Solano Works Plan Update &amp; Implementation</u> A. Rio Vista LIFT Vanpool Project Administration B. Prepare projects for future funding.	STA/County	TDA LIFT TANF	X	X	X	\$100,000	Transit/Rideshare Elizabeth Richards Yolanda Dillinger



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2005-06 / FY 2006-07 / FY 2007-08  
 Last Updated: 1/19/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
41.	<u>Solano Napa Commuter Information Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns F. Events G. Teleservices  Status: Marketing, Incentives, and implement ERH  ECD Jan. 2006 for ERH Program, others are ongoing programs.	STA	MTC TFCA ECMAQ YSAQMD	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
<del>42</del>	<u>Abandoned and Vehicle Abatement Program</u>	STA		X	X	X		Projects/Finance Susan Furtado



DATE: January 12, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Updated Corridor Project Costs

**Background:**

In 2001 the STA Board adopted the State Route (SR) 12 Major Investment Study (MIS). This Study identified and later prioritized specific highway projects along the corridor. On December 14, 2005, the STA Board adopted a modified priority list for the SR 12 MIS. The costs provided for these projects were based on current year (2001) project costs.

In July 2004 the STA Board adopted the I-80/I-680/I-780 Major Investment & Corridor Study. This Study identified and prioritized specific highway projects along the corridor. The costs provided for these projects were based on current year (2003) project costs.

For all projects identified in these documents, the priorities as well as the associated costs will require on-going re-evaluation.

**Discussion:**

Currently, highway projects across the Bay Area have seen substantial cost escalations in recent years. As such, the costs of all the projects required re-evaluation. It is proposed to add escalation costs to the costs provided for in the SR 12 MIS and the I-80/I-680/I-780 Major Investment & Corridor Study. Based on feedback from Korve Engineering, the engineering firm that did both Studies, the recommended escalation for these projects are:

- 2002 – 5%
- 2003 – 10%
- 2004 – 5%
- 2005 – 10%

These escalations have been added to the projects identified in these two Studies. Attachment A is the SR 12 MIS prioritized project list that was adopted by the STA Board on December 14, 2005 with the escalated costs. Attachment B is the I-80/I-680/I-780 Major Investment & Corridor Study adopted by the STA Board in July 2004 with the escalated costs.

**Fiscal Impact:**

Each project identified in these Major Investment Studies have been subject to cost increases. These increased costs will require additional capital funding for each project to make them fully funded.

**Recommendation:**

Informational.

Attachments:

- A. State Route 12 Major Investment Study East Portion (2001)  
Adopted by the STA Board 12/14/05
- B. I-80/I-680/I-780 Major Investment Corridor Study (2004)

State Route 12 Major Investment Study  
East Portion (2001)  
Adopted by the STA Board 12/14/05

	2001 Cost Estimate	2002 Cost Estimate (5% escalation)	2003 Cost Estimate (10% escalation)	2004 Cost Estimate (5% escalation)	2005 Cost Estimate (10% escalation)
<b>Transportation Demand Management</b>					
	820,000	861,000	947,100	994,455	1,093,901
<b>Safety Improvements</b>					
3a	150,000	157,500	173,250	181,913	200,104
3g	500,000	525,000	577,500	606,375	667,013
3f	600,000	630,000	693,000	727,650	800,415
3a	150,000	157,500	173,250	181,913	200,104
3b	1,700,000	1,785,000	1,963,500	2,061,675	2,267,843
3c	450,000	472,500	519,750	545,738	600,311
3d	1,450,000	1,522,500	1,674,750	1,758,488	1,934,336
3e	150,000	157,500	173,250	181,913	200,104
	5,150,000	5,407,500	5,948,250	6,245,663	6,870,229
<b>Capacity-Related Improvement Prioritization</b>					
4a	450,000	472,500	519,750	545,738	600,311
4b	650,000	682,500	750,750	788,288	867,116
6f	300,000	315,000	346,500	363,825	400,208
6d	9,000,000	9,450,000	10,395,000	10,914,750	12,006,225
6e	500,000	525,000	577,500	606,375	667,013
6c	66,100,000	69,405,000	76,345,500	80,162,775	88,179,053
6b	26,000,000	27,300,000	30,030,000	31,531,500	34,684,650
6a	29,100,000	30,555,000	33,610,500	35,291,025	38,820,128
	131,000,000	137,550,000	151,305,000	158,870,250	174,757,275
	136,970,000	143,818,500	158,200,350	166,110,368	182,721,404



## I-80/I-680/I-780 Major Investment Corridor Study (2004)

		Cost Estimate 2003 (\$M)	Cost Estimate 2004 (\$M) (5% escalation)	Cost Estimate 2005 (\$M) (10% escalation)
2	Extension of WB I-80 HOV Lane - East of Carquinez Bridge to East of SR-29	\$2	\$2	\$17
3	EB I-80 Signage for SR-29 - West of Toll Plaza	\$2	\$2	\$2
4	Expand Lemon St & Curtola Pkwy Park & Ride	\$30	\$32	\$35
5	North Connector	\$68	\$71	\$79
6A	EB I-80 Aux Lane - Suisun Valley Rd to Existing Truck Scales	\$2	\$3	\$3
6B	WB I-80 Aux Lane – Existing Truck Scales to Suisun Valley Rd	\$2	\$2	\$2
7	I-80 EB & WB HOV Lane – SR 12 West to Air Base Pkwy (Requires design exception)	\$78	\$82	\$90
8	Braiding EB I-80 Ramps - I-680 to Suisun Valley Rd with Improvements along I-680 including Red Top Road	\$186	\$195	\$215
9	EB I-80 Aux Lane - Travis Blvd to Air Base Pkwy	\$4	\$4	\$4
10A	Relocate/Reconstruct Truck Scales	\$226	\$237	\$261
10B	Upgrade Project 7 to Full Caltrans Standards	\$4	\$4	\$5
11A	WB/EB I-80 Aux Lane - SR-12(E) to Suisun Valley Rd	\$11	\$11	\$13
11B	Improvement/Expansion of Fairfield Transportation Center – Phase 3	\$6	\$6	\$7
12	EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av Merge	\$17	\$17	\$19
13A	WB I-80 Aux Lane – West Texas St to Abernathy Rd	\$4	\$5	\$5
13B	WB I-80 Aux Lane – Waterman Blvd to Travis Blvd	\$5	\$5	\$6
14A	Red Top Rd Park & Ride - Phase 2	\$4	\$4	\$5
14B	Gold Hill Road Park & Ride	\$3	\$3	\$3
15A	Lake Herman Rd / Vista Point Park & Ride	\$0	\$0	\$0
15B	Benicia Intermodal Terminal	\$30	\$32	\$35
16	Braid EB I-80 Ramps – SR-12(W) to Green Valley Rd	\$44	\$46	\$51
17	WB I-80 Aux Lane - Green Valley Rd to SR-12 (W)	\$2	\$2	\$3
18	I-80/I-505 Weave Correction Project	\$8	\$9	\$10
19A	Benicia – Downtown Area Park & Ride	\$3	\$3	\$3
19B	Hiddenbrooke Pkwy Park & Ride	\$0	\$0	\$0
19C	North Texas St Park & Ride	\$1	\$1	\$1
19D	Columbus Pkwy/Rose Rd Park & Ride	\$2	\$2	\$2
20	EB/WB I-780 Stripe Aux Lane – 2nd St to 5th St	\$0	\$0	\$0
21	I-80 / Pitt School Rd Interchange Improvement	\$4	\$4	\$5
22	North First St Park & Ride	\$0	\$0	\$0
23	WB I-80 HOV Lane - Carquinez Bridge to SR-37	\$16	\$16	\$18
24	EB I-80 HOV Lane - Carquinez Bridge to SR-37 with improvement to Redwood Pkwy EB off-ramp	\$32	\$34	\$37
	<b>subtotal</b>	<b>\$795</b>	<b>\$835</b>	<b>• \$934</b>
<b>Long-Term Projects</b>				

### I-80/I-680/I-780 Major Investment Corridor Study (2004)

25	EB/WB I-80 HOV Lane - Air Base Pkwy to I-505	\$111	\$117	\$128
26	EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy	\$64	\$68	\$74
27	WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy	\$11	\$12	\$13
28	I-780/I-80 Interchange Improvement	\$48	\$50	\$55
29	EB/WB I-780 Aux Lane - Military West to Columbus Pkwy	\$4	\$5	\$5
30	Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors	\$38	\$40	\$44
31	Vacaville Intermodal Transportation Center	\$12	\$13	\$14
32A	EB I-80 Aux Lane – Redwood Pkwy to SR-37 with 2-lane off-ramp	\$18	\$19	\$21
32B	EB I-80 Aux Lane – Tennessee St to Redwood Pkwy	\$19	\$20	\$22
33	EB/WB I-80 Mixed Flow Lane - SR-12 (E) to I-680	\$38	\$40	\$44
34	WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)	\$48	\$51	\$56
35	I-80 Widening - Meridian Rd to Kidwell Rd	\$60	\$63	\$69
36A	WB I-80 Aux Lane – North Texas St to Waterman Rd	\$28	\$30	\$33
36B	EB I-80 Aux Lane – Air Base Pkwy to North Texas St	\$25	\$26	\$28
37A	EB I-80 Aux Lane – Cherry Glen Rd to Alamo Dr	\$8	\$8	\$9
37B	WB I-80 Aux Lane – Merchant St to Cherry Glen Rd	\$17	\$17	\$19
38	Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)	\$78	\$82	\$90
39A	I-80/I-780/Curtola Pkwy HOV Connector	\$45	\$47	\$52
39B	EB I-80 Aux Lane – I-780 to Georgia St	\$13	\$14	\$15
39C	WB I-80 Aux Lane – Georgia St to I-780	\$14	\$15	\$16
39D	WB I-80 Aux Lane – Redwood Pkwy to Tennessee St	\$11	\$11	\$12
39E	EB I-80 Aux Lane - North Texas St to Lagoon Valley Rd	\$8	\$8	\$9
40	SR-113/I-80 Interchange Improvement	\$23	\$24	\$26
41	EB I-80 Aux Lane - Alamo Dr to Davis St	\$6	\$7	\$7
42	EB I-80 Aux Lane - Davis St to Peabody Rd	\$4	\$4	\$4
43	EB I-80 Aux Lane - Peabody Rd to Allison Dr	\$5	\$5	\$6
44	WB I-80 Aux Lane - Monte Vista Av to Mason St	\$6	\$7	\$7
45	WB I-80 Aux Lane - Mason St to Alamo Dr	\$5	\$5	\$6
46	I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)	\$42	\$44	\$49
47	West A Street Park & Ride	\$0	\$0	\$0
48	NB/SB I-680 HOV Lane - Benicia Bridge to I-80	\$160	\$168	\$185
49	Walters Road Park & Ride	\$2	\$2	\$2
50	I-80/SR-37/Columbus Parkway Interchange Improvements	\$7	\$7	\$8
	<b>subtotal</b>	<b>\$978</b>	<b>\$1,027</b>	<b>\$1,130</b>
	<b>Total</b>	<b>\$1,773</b>	<b>\$1,862</b>	<b>\$1,773</b>



DATE: January 17, 2006  
TO: STA TAC  
FROM: Jennifer Tongson, Assistant Project Manager  
RE: Regional Measure 2 Update

**Background:**

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in SB 916. The Metropolitan Transportation Commission (MTC) manages the RM2 funding for projects and programs and the STA is the project sponsor for all Solano County capital RM2 projects (see Attachment A).

**Discussion:**

In an effort to monitor the RM2 capital program for STA sponsored projects, STA developed a Status Matrix (Attachment B) that will be sent to the implementing agencies once a quarter for their input. Within the next month, STA staff will also set up a series of meetings with implementing agencies to discuss the status, schedule, funding plan, and agency roles and responsibilities of RM2 capital projects.

More information on the RM2 Policies and Procedures for capital projects can be found on MTC's website: [www.mtc.ca.gov/funding/RM2](http://www.mtc.ca.gov/funding/RM2).

**Recommendation:**

Informational.

Attachments:

- A. Regional Measure 2 Capital Program Project List, Adopted 10/3/05
- B. Regional Measure 2, Solano County Status Matrix



## Regional Measure 2 - Capital Program Project List

### October 3, 2005

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
1	\$ 3,000	1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART
2	\$ 30,000	2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI
3	\$ 10,000	3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI
		3.2	SF MUNI E-Embarcadero Line Rehab 5 Double ended Vehicles	SF MUNI
4	\$ 135,000	4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA
		4.2	Union City Intermodal Station Environmental Impact Report	Union City
5	\$ 28,000	5	Vallejo Ferry Intermodal Station	City of Vallejo
6	\$ 20,000	6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA/ City of Vallejo
		6.2	Solano Co. Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA/ City of Benicia
		6.3	Solano Co. Express Bus Intermodal Facilities - Fairfield Transportation Center	STA/ Fairfield/Suisun Transit
		6.4	Solano Co. Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA/ City of Vacaville
7	\$ 100,000	7.1	Solano North Connector (Abernathy to Green Valley Road)	STA
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA
8	\$ 50,000	8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans
9	\$ 16,000	9	Richmond Parkway Park & Ride	AC Transit
10	\$ 35,000	10.1	Cal Park Hill Tunnel Rehabilitation and Bikeway	SMART
		10.2	SMART Extension to Larkspur or San Quentin	SMART
11	\$ 65,000	11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin
		11.2	Sir Francis Drake Blvd Widening	Transportation Authority of Marin
		11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin
		11.4	Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin
		11.5	Central Marin Ferry Access Imps. Phase B - Corte Madera Ck. and Sir Francis Drake	Transportation Authority of Marin
12	\$ 15,000	12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA
		12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCTA
13	\$ 96,000	13.1	E-BART / Rail Extension to East Contra Costa	BART, CCTA
14	\$ 25,000	14.1	Benicia Siding Extension	Capital Corridor JPA
		14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit
15	\$ 25,000	15	Central Contra Costa BART Crossover	BART
16	\$ 50,000	16	Benicia-Martinez Bridge: New Span	BATA
		17.1	Express Bus North - Vallejo Curtola Transit Center	City of Vallejo
		17.2	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia
		17.3	Express Bus North - Fairfield Transportation Center	Fairfield/Suisun Transit
		17.4	Express Bus North - Vacaville Intermodal Station	City of Vacaville
		17.5	Express Bus North - Martinez Transit Center	CCCTA
		17.6	Express Bus North - Diablo Valley College Transit Center	CCCTA
		17.7	Express Bus North - Macdonald Ave. Bus stop amenities	GGT/Richmond
		17.8	Express Bus North - Napa VINE	Napa VINE
		17.9	Express Bus North - GGBH&TD	GGBH&TD
18	\$ 22,000	18	TransLink®	BART
		19.1	Real-Time Transit: Emery Go Round Signage at MacArthur BART	MTC/City of Emeryville
		19.2	Real-Time Transit: Automatic Vehicle Locator	MTC/ Muni
		19.3	Real-Time Transit: Hastus Scheduling and Signage at Berkeley BART	MTC/ AC Transit
		19.4	Real-Time Transit: Technology Implementation and Signage	MTC/ Westcat
		19.5	Real-Time Transit: AVL and Signage	MTC/ SamTrans
		19.6	Real-Time Transit: Signage at Dublin BART	MTC/ LAVTA
		19.7	Real-Time Transit: Completion of Technology and Signage	MTC/ VTA
		19.8	Real-Time Transit: Radio system and signage	MTC/ GGT
19.9	Real-Time Transit: Miscellaneous	MTC		
20	\$ 22,500	20.1	City CarShare	City Car Share
		20.2	Safe Routes to Transit	East Bay Bicycle Coalition, TALC
21	\$ 143,000	21	BART Tube Seismic Retrofit	BART
22	\$ 150,000	22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA
23	\$ 30,000	23	Oakland Airport Connector	BART, Port of Oakland
24	\$ 65,000	24	AC Transit Enhanced Bus - Vehicle Procurement	AC Transit



**Regional Measure 2  
Solano County Capital Program Status Matrix  
(Project Sponsor: STA)**

RM2 Capital Program Project No.	RM2 Funding (\$1,000s)	Deliverable Segment No.	Project Title	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Allocation			Project Status/Notes	
							Allocation Phase	Amount (Past or Anticipated, \$1,000s)	Date of Allocation (Past or Anticipated)		Completion Date
5	\$ 28,000	5	Vallejo Ferry Intermodal Station	Vallejo			ENV/PE/PA&ED				
							PS&E				
							ROW				
		6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	Vallejo			ENV/PE/PA&ED				
							PS&E				
							ROW				
		6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	Benicia			ENV/PE/PA&ED				
							PS&E				
							ROW				
6	\$ 20,000		Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	Fairfield/Suisun Transit			ENV/PE/PA&ED				
							PS&E				
							ROW				
		6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	Vacaville			ENV/PE/PA&ED				
							PS&E				
							ROW				
		7.1	Solano North Connector (Abernathy to Glenn Valley Road)	STA			ENV/PE/PA&ED				
							PS&E				
							ROW				
7	\$ 100,000	7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA			ENV/PE/PA&ED				
							PS&E				
							ROW				
14	\$ 25,000	14.1	Benicia Siding Extension	Capital Corridor JPA			ENV/PE/PA&ED				
							PS&E				
							ROW				
		14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit			ENV/PE/PA&ED				
							PS&E				
							ROW				
							ENV/PE/PA&ED				
							PS&E				
							CON				

**Regional Measure 2 - Capital Program Project List  
October 3, 2005**

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
25	\$ 12,000	25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA
26	\$ 12,000	26	Commute Ferry Service for Berkeley/Albany	WTA
27	\$ 12,000	27	Commute Ferry Service for South San Francisco	WTA
28	\$ 48,000	28.1	Water Transit Improvements - Environmental Review	WTA
		29.1	Express Bus South - Purchase of Rolling Stock	AC Transit
		29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA
29	\$ 22,000	29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA
		29.4	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA
		29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA
		29.6	Express Bus South - Reserve	Alameda County CMA
30	\$ 10,000	30	I-880 North Safety Improvements	Alameda County CMA
		31.1	BART Warm Springs Extension - Grade Separation	City of Fremont
31	\$ 95,000	31.2	BART Warm Springs Extension	BART
32	\$ 65,000	32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County CMA
		33.1	High Speed Rail Ridership Forecast Study	MTC
33	\$ 6,500	33.2	Transit Connectivity Plan	MTC
		33.3	Regional Rail Plan	MTC, Caltrain, BART, CHSRA
34	\$ 1,500	34	Integrated Fare Structure Program	TransLink@ Consortium
35	\$ 5,000	35	Transit Commute Benefits Promotion	MTC
		36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA
36	\$ 50,500	36.2	Caldecott Tunnel Improvements - Transit Study	CCTA
Total				\$ 1,515,000



DATE: January 16, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) FY 2005-06 Status

**Background:**

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

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

In June 2005, the STA Board approved the countywide TDA matrix. In October 2005, the STA Board approved an amended FY 2005-06 list of STAF projects.

**Discussion:**

The new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections are in the process of being developed by MTC. STA staff attended a meeting on this topic at MTC in early January 2006. MTC's estimates will be released in late February. MTC estimates will also include estimated FY 2005-06 carryover funds and allocated funds by jurisdiction. TDA and STAF requests that have not been submitted to MTC will not appear. At this time, STA staff will be working with local jurisdictions to clarify the status any outstanding allocations.

**Recommendation:**

Informational.

Attachments:

- A. FY 2005-06 TDA and STAF Draft Status (January 2006)



## FY 2005-06 TDA and STAF Claims

Draft Status  
(Jan 2006)

## TDA Claims Status

Jurisdiction	Submitted Claim
Benicia	Yes
Dixon	Yes
Fairfield	Yes
Rio Vista	Yes
Suisun City	No
Vacaville	Yes
Vallejo	Yes
County of Solano	Yes

## STAF - Northern Counties

Project/Program	Amount	Claimant	Submitted	Recipient
Intercity Transit Operations Assistance (VT, Rt. 85)	\$175,000	VJO	Yes	VJO
Intercity Transit Operations Assistance (FST, Rt. 30)	\$35,000	FST	Yes	FST
Transit Planning & Studies	\$105,000	STA	Yes	STA
SolanoLinks Marketing	\$98,000	STA	Yes	STA
Transit Consolidation Study	\$40,000	STA	Yes	STA
Dixon Low Income Medical Shuttle	\$10,000	DXN	Yes	DXN
Dixon Area Low Income Subsidized Taxi Program	\$10,000	DXN	Yes	DXN
Lifeline Program Administration	\$15,000	STA	Yes	STA
Lifeline Project Match	\$27,000	TBD	No	TBD
Expenditure Plan	\$28,000	STA	Yes	STA
ITS Transit Equipment	\$45,000	FST	Yes	FST
Fairfield Local Transit Study	\$60,000	FST	No	FST
Modelling for Commuter Rail Study	\$10,000	STA	Yes	STA
Safe Routes to Transit Study	\$12,000	STA	Yes	STA
Dixon Low Income Medical Shuttle	\$8,000	DXN	Yes	DXN
Transit Consolidation	\$35,000	STA	Yes	STA
STA RM2 Marketing/Baylink Ferry	\$15,000	STA	Yes	VJO

## STAF - Regional Paratransit

Projects/Programs	Amount	Claimant	Submitted	Recipient
Vallejo Paratransit Operations	\$88,000	VJO	Yes	VJO
Paratransit Vehicles Enhancement (Solano Paratransit)	\$34,000	STA	Yes	STA
Paratransit Coordination, PCC	\$36,944	STA	Yes	STA
Solano Paratransit Assessment Study	\$35,000	STA	Yes	STA





DATE: January 16, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
SUBJECT: Lifeline Transportation Funding Program

**Background:**

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

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

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

**Discussion:**

The first Call for Projects is planned for March 2006 with applications due at the end of April 2006. For Solano and Napa counties, MTC (in coordination with STA and the Napa County Transportation Planning Agency) will be holding a Lifeline Funding Program informational meeting in Vallejo on Thursday, February 16. Stakeholders, including transit operators, from the Solano County Welfare to Work and Community Based Transportation Planning efforts will be invited and encouraged to attend.

**Recommendation:**

Informational.





DATE: January 12, 2006  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Alternative Modes Fund Strategy

**Background:**

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

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

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

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

**Discussion:**

The Alternative Modes Committee is scheduled to review the proposed Alternative Modes Strategy (see Attachment A) on February 2, 2006 and provide input before recommending the STA Board approve it at their February 8, 2006 meeting. If approved

the estimated funding amounts indicated for each program will be available for allocation in the amounts specified for each fiscal year. Staff is recommending the strategy be implemented by having the Alternative Modes Committee be the primary review body for TLC projects with the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee continuing to serve as the primary review body for bicycle and pedestrian programs. All recommendations by the three committees will be brought to the STA Technical Advisory Committee as action items before being submitted to the STA Board, in addition to the TAC being the primary review committee for the "Other" category of the Alternative Modes Strategy (alternative fuels, safe routes to school, and transit hubs projects).

The largest funding source for the alternative modes strategy is the ECMAQ funds. Staff has been working with ECMAQ eligible TAC members to discuss how the new strategy will affect their projects since this item was originally brought to the TAC in September 2005. Staff is recommending that ECMAQ funds be split into the four main programs and to incorporate the portion dedicated to bicycle and pedestrian projects into the Solano Bicycle Pedestrian Program. By including this portion in the SBBP program, staff will have one call for projects instead of having two separate calls for projects.

One concern expressed by staff from Vacaville and the County was that there are some projects that are ready to be constructed and that any new changes to the ECMAQ process may delay their project's completion. Staff is anticipating at least three to four months before the proposed Alternative Modes Strategy can be fully implemented, including the participation by the STA's three primary review committees: BAC, PAC, and Alternative Modes Committee. Therefore, STA staff is recommending the \$1 million carry over ECMAQ funds from previous fiscal years be made available only to projects that are immediately ready to be programmed readily to meet MTC's and Caltrans obligation deadlines. The remaining ECMAQ funds are proposed to be carried over to FY 2007-08 at which time the Alternative Modes Strategy will be adopted and the process for allocating funding will be in place. Lastly, the Alternative Modes Strategy reflects a total of \$400,000 made available to the Solano Napa Commuter Information's Ridesharing Activities (FY 2006-07 \$100,000, FY 2007-08 \$150,000, and FY 2008-09 \$150,000) from ECMAQ funds.

This item will be further discussed at the Alternative Modes Committee scheduled for Thursday, February 2<sup>nd</sup> in the Suisun City Council Chambers. Members of the TAC and/or your staff are encouraged to attend to provide comments at that meeting.

**Recommendation:**  
Informational.

Attachments:

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

**Draft Alternative Modes Funding Strategy**

1/19/2005

		Estimated Funds to be Programmed by STA During FY 2006-07 to FY 2008-09				
		TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Alternative Fuels, Safe Routes to Schools)	Total per fund source
Fund Recommending Committee		Alternative Modes/TAC	BAC/TAC	PAC/TAC	TAC	
Funding Needs Identified by Countywide Plans		\$68 million	\$58 million	\$25 million	TBD	
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement		\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000
	FY 07-08	\$ 949,000	\$ -	\$ -	\$ -	\$ 949,000
	FY 08-09	\$ 626,000	\$ -	\$ -	\$ -	\$ 626,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ		\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000
	FY 07-08	\$ 270,000	\$ -	\$ -	\$ -	\$ 270,000
	FY 08-09	\$ 270,000	\$ -	\$ -	\$ -	\$ 3,400,000
County Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate		\$ 1,224,000	\$ 1,033,600	\$ 462,400	\$ 680,000	\$ 3,400,000
	FY 07-08	\$ 810,000	\$ 684,000	\$ 306,000	\$ 450,000	\$ 2,250,000
	FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000	\$ 1,150,000
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped		\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794
	FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075
	FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060
	FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped		\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834
	FY 07-08	\$ -	\$ 465,278	\$ 232,639		\$ 697,917
	FY 08-09	\$ -	\$ 465,278	\$ 232,639		\$ 697,917
TFCA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects (25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)		\$ -	\$ 159,001	\$ 79,499	\$ 238,500	\$ 477,000
	FY 06-07	\$ -	\$ 53,000	\$ 26,500	\$ 79,500	\$ 159,000
	FY 07-08	\$ -	\$ 53,000	\$ 26,500	\$ 79,500	\$ 159,000
	FY 08-09	\$ -	\$ 53,000	\$ 26,500	\$ 79,500	\$ 159,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects (25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)		\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000
	FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000
	FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000
	FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000
		\$ 3,339,000	\$ 2,906,687	\$ 1,398,941	\$ 1,136,000	\$ 8,780,628

	<b>East County</b> (Dixon, Rio Vista, Unincorp. Solano County, and Vacaville)	<b>West County</b> (Benicia, Fairfield, Unicorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) <sup>1</sup> - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate		\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ) - Based on MTC's CMAQ estimate	\$ 4,300,000	
TFCMA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)		\$ 477,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	
TDA Article 3 <sup>1</sup> (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,529
Solano Bicycle/ Pedestrian Program <sup>1</sup> (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ 465,278	\$ 930,556
<b>Funds available by County Area</b>	<b>\$ 6,044,543</b>	<b>\$ 3,636,085</b>

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

**\*ECMAQ Assumptions**

1. \$400,000 is allocated for Ridesharing Activities (off the top FY 2006/07 \$100,000, FY 2007-08 \$150,000 and FY 2008-09 \$150,000 from ECMAQ)
2. Eastern CMAQ Funding was split 20% off the top went to Other Category. Remaining balance was split according to funding needs by program.
3. \$1,000,000 of carry overfunding from previous fiscal years will be made available for FY 2006-07 projects that are absolutely ready for completion (including \$100,000 for Solano Napa Commuter Information's Ridesharing Activities).

**Solano Transportation Authority  
Alternative Modes Fund Strategy  
Guide Program Schedule  
2006-09**



## **Transportation for Livable Communities (TLC) Program**

*Eligible Projects: Transit Oriented Development projects including bicycle, transit, and pedestrian facilities.*

Fiscal Year 2007-08	Est. Funds Available: \$949,000 (TE- Federal- Caltrans- CTC) <sup>1</sup> \$270,000 (CMAQ- Federal- Caltrans) \$810,000 (ECMAQ- Federal- Caltrans) Total: \$2,094,000
Fiscal Year 2008-09	Est. Funds Available: \$626,000 (TE- Federal- CTC) <sup>1</sup> \$270,000 (CMAQ- Federal- Caltrans) \$414,000 (ECMAQ- Federal- Caltrans) Total: \$1,596,000

### **Proposed Schedule:**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• <b><u>STA Board</u></b> FY 2007-08 and FY 2008-09 Call for Projects</li> <li>• TLC Project Sponsor Workshop</li> <li>• TLC applications due to STA</li> <li>• <b><u>TLC Screening Committee</u></b> reviews application and scores each</li> <li>• <b><u>Alternative Modes Committee</u></b> review and recommendation</li> <li>• <b><u>STA Board</u></b> TLC Approval</li> <li>• TIP Amendment Info due to STA                             <ul style="list-style-type: none"> <li>○ City Reso/Certification of Assurances/ Legal Opinion (RCL)</li> <li>○ STA packages RCL's and forwards to MTC</li> </ul> </li> <li>• MTC approves TIP Amendment</li> </ul> | April 2006<br><br>June<br>August 2006<br>August 2006<br><br>August/Sept 2006<br>October 2006<br><br>January 2007<br>January 2007<br>March/April 2007 |
| <b><i>For FY 2007-08 TLC Projects</i></b>   |  |
| ❖ Project sponsor completes design/environmental/right-of-way work for obligation   | April 2007-<br>March 2008  |
| ❖ Obligation deadline (project sponsor will also need to have a DBE program approved between October 2007 and April 1, 2008)  | April 1, 2008 <sup>2</sup>   |
| <b><i>For FY 2008-09 TLC Projects</i></b>   |  |
| ❖ Project sponsor completes design/environmental/ right-of-way work for obligation authority  | April 2008-<br>March 2009  |
| ❖ Obligation deadline (project sponsor will also need to have a DBE program approved between October 2008 and April 1, 2009)  | April 1, 2009 <sup>2</sup>   |

<sup>1</sup>TE funding will require additional steps for programming, STA project staff will assist project sponsors throughout the process.

<sup>2</sup>April 1<sup>st</sup> obligation deadline may change to March 1<sup>st</sup> 2006

Alternative Modes Funding Strategy Implementation Schedule

TLC Program

E-76 agreement is issued when the funds are obligated and project sponsors can begin invoicing for reimbursable activities (design, construction, etc.) to Caltrans. Projects have up to five years to spend the funds; however an invoice must be submitted at least every six months.

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<sup>1</sup>TE funding will require additional steps for programming, STA project staff will assist project sponsors throughout the process.

<sup>2</sup>April 1<sup>st</sup> obligation deadline may change to March 1<sup>st</sup>.

## Bicycle Program

### *Eligible Projects: Bicycle Facilities*

Fiscal Year 2006-07	Est. Funds Available: <b>\$201,383 (TDA Article 3- Local-STA)</b> <sup>1</sup> \$53,000 (TFCA-Local-STA) \$48,334 (YSAQMD-Local-Clean Air Com.) Total: \$302,717
Fiscal Year 2007-08	Est. Funds Available: <b>\$684,000 (ECMAQ- Federal- Caltrans)</b> <sup>1</sup> \$212,707 (TDA Article 3- Local-STA) <sup>1</sup> \$465,278 (Bike/Ped Program-Local-STA) <sup>1</sup> \$53,000 (TFCA-Local-STA) \$48,343 (YSAQMD-Local-Clean Air Com.) Total: \$1,463,328
Fiscal Year 2008-09	Est. Funds Available: <b>\$349,600 (ECMAQ- Federal- Caltrans)</b> <sup>1</sup> \$224,439 (TDA Article 3- Local-STA) <sup>1</sup> \$465,278 (Bike/Ped Program-Local-STA) <sup>1</sup> \$53,000 (TFCA-Local-STA) \$48,343 (YSAQMD-Local-Clean Air Com.) Total: \$1,140,660

### **Proposed Schedule: SBPP Program Funds**

- |  |                  |
|--|------------------|
| • <b><u>STA Board</u></b> Call for Projects for Fiscal Years 2006-07 to 2008-09  | February 8, 2006 |
| • SBBP applications due to STA   | March 9, 2006    |
| • <b><u>BAC</u></b> develops 3-year bike Tier 1 and Tier 2 project priority list | April 20, 2006   |
| • <b><u>Joint BAC/PAC</u></b> funding recommendation                             | May 11, 2006     |
| • <b><u>TAC reviews BAC/PAC recommendation</u></b>                               | May 31, 2006     |
| • <b><u>STA Board</u></b> approves SBPP 3-Year Plan*                             | June 14, 2006    |

\*SBPP 3-Year Plan will be reaffirmed each year following year. Projects eligible for ECMAQ in FY2007-08 and FY2008-09 should begin the process of amending the Transportation Improvement Program (TIP) to include their project (if it isn't already in the current TIP) and be prepared to obligate their project in the fiscal year which the project is scheduled to receive funding.

#### Program process:

##### FY2006-07 TDA Art 3 recommended projects:

- |   |                |
|---|----------------|
| • Upon approval by STA Board, FY 2006-07 TDA Art. 3 applications due to STA | August 1, 2006 |
| • STA submits a county TDA Art. 3 package to MTC for 2006-07                | August 3, 2006 |
| • MTC approves TDA Art. 3 projects  | Sept-Nov. 2006 |

<sup>1</sup>SBPP Program funding is grayed out to show what sources make up the program (ECMAQ, TDA Art.3, & Bike/Ped Program). The Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) are the primary SBPP projects review committee.

Alternative Modes Funding Strategy Program Schedule  
Bicycle Program

A TDA Article 3 allocation instruction will be distributed to project sponsors upon approval by MTC. Project sponsors will then be able to receive retroactive reimbursement for project costs commencing July 1, 2006.

FY2007-08 & FY2008-09 TDA Art. 3 recommended projects (est. time frame):

- |   |                             |
|---|-----------------------------|
| • BAC/PAC/TAC/ Board reaffirms SBPP 3-year plan                             | December – February 2006-07 |
| • Upon approval by STA Board, FY 2006-07 TDA Art. 3 applications due to STA | March-April 2007            |
| • STA submits a county TDA Art. 3 package to MTC                            | April 2007                  |
| • MTC approves TDA Art. 3 projects  | May-June 2007               |

FY2007-08 & 2008-09 ECMAQ recommended projects:

- |  |                            |
|--|----------------------------|
| • TIP Amendment Info due to STA                              |                            |
| ○ City Reso/Certification of Assurances/ Legal Opinion (RCL) | No later than January 2007 |
| ○ STA packages RCL's and forwards to MTC                     | January 2007               |
| • MTC approves TIP Amendment                                 | March/April 2007           |

***For FY 2007-08 Bike Projects***

- |   |                            |
|---|----------------------------|
| ❖ Project sponsor completes design/environmental/right-of-way work for obligation   | April 2007- March 2008     |
| ❖ Obligation deadline<br>(project sponsor will also need to have a DBE program approved between October 2007 and April 1, 2008) | April 1, 2008 <sup>1</sup> |

***For FY 2008-09 Bike Projects***

- |   |                            |
|---|----------------------------|
| ❖ Project sponsor completes design/environmental/ right-of-way work for obligation authority                                    | April 2008- March 2009     |
| ❖ Obligation deadline<br>(project sponsor will also need to have a DBE program approved between October 2008 and April 1, 2009) | April 1, 2009 <sup>1</sup> |

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<sup>1</sup>April 1<sup>st</sup> obligation deadline may change to March 1<sup>st</sup>.

Alternative Modes Funding Strategy Program Schedule  
Bicycle Program

E-76 agreement is issued to federally funded projects when the funds are obligated. Upon receipt of an E-76, project sponsors can begin invoicing for reimbursable activities (design, construction, etc.) to Caltrans. Projects have up to five years to spend the funds; however an invoice must be submitted at least every six months.

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**Proposed Schedule: TFCA (estimated time frame on annual basis)**

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- |   |          |
|---|----------|
| • <b><u>STA Board</u></b> Call for Projects*        | February |
| • TFCA Applications Due to STA                      | March    |
| • <b><u>TAC</u></b> Recommendation                  | March    |
| • <b><u>STA Board</u></b> Approves TFCA Projects    | April    |
| • <b><u>BAAQMD Board</u></b> Approves TFCA Projects | August   |

\*Board initiates and approves entire TFCA fund for any given fiscal year including targeted amount specified for bicycle and pedestrian projects.

**Proposed Schedule: YSAQMD Clean Air Grant (estimated time frame on annual basis)**

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- |  |                  |
|--|------------------|
| • <b><u>YSAQMD initiates</u></b> Call for Projects   | January          |
| • <b><u>STA Board</u></b> Appoints Members to Participate in the YSAQMD/STA Application Screening Committee.               | January-February |
| • YSAQMD Clean Air Applications Due to YSAQMD  | February-March   |
| • <b><u>YSAQMD/STA Application Screening</u></b> Committee Recommends Clean Air Projects to the YSAQMD Board of Directors* | April-May        |
| • <b><u>YSAQMD Board of Directors</u></b> Approves Projects  | July-August      |

\*Committee recommends total Clean Air funds available for Solano County, including targeted amount for bicycle and pedestrian projects.

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<sup>1</sup>April 1<sup>st</sup> obligation deadline may change to March 1<sup>st</sup>.

## Pedestrian Program

### Eligible Projects: Pedestrian Facilities

Fiscal Year 2006-07	Est. Funds Available:	\$100,692 (TDA Article 3- Local-STA) <sup>1</sup> \$26,500 (TFCA-Local-STA) \$24,166 (YSAQMD-Local-Clean Air Com.)
	Total:	\$151,358
Fiscal Year 2007-08	Est. Funds Available:	\$306,000 (ECMAQ- Federal- Caltrans) \$106,353 (TDA Article 3- Local-STA) <sup>1</sup> \$232,639 (Bike/Ped Program-Local-STA) <sup>1</sup> \$26,500 (TFCA-Local-STA) \$24,166 (YSAQMD-Local-Clean Air Com.)
	Total:	\$695,658
Fiscal Year 2008-09	Est. Funds Available:	\$156,400 (ECMAQ- Federal- Caltrans) <sup>1</sup> \$112,220 (TDA Article 3- Local-STA) <sup>1</sup> \$232,639 (Bike/Ped Program-Local-STA) <sup>1</sup> \$26,500 (TFCA-Local-STA) \$24,166 (YSAQMD-Local-Clean Air Com.)
	Total:	\$551,925

### Proposed Schedule: SBPP Program Funds

- |   |                  |
|---|------------------|
| • <b><u>STA Board</u></b> Call for Projects for Fiscal Years 2006-07 to 2008-09 | February 8, 2006 |
| • SBBP Applications Due to STA  | March 9, 2006    |
| • <b><u>PAC</u></b> develops 3-year bike project list                           | April 20, 2006   |
| • <b><u>Joint BAC/PAC</u></b> Funding Recommendation                            | May 11, 2006     |
| • <b><u>TAC reviews BAC/PAC recommendation</u></b>                              | May 31, 2006     |
| • <b><u>STA Board</u></b> SBPP 3-Year Plan Approval*                            | June 14, 2006    |

\*SBPP 3-Year Plan will be reaffirmed each year following year. Projects eligible for ECMAQ in FY2007-08 and FY2008-09 should begin the process of amending the TIP to include their project if it isn't already and be prepared to obligate their project in the fiscal year which the project is scheduled to receive funding.

#### Program process:

##### FY2006-07 TDA Art 3 recommended projects:

- |   |                |
|---|----------------|
| • Upon approval by STA Board, FY 2006-07 TDA Art. 3 applications due to STA | August 1, 2006 |
| • STA submits a county TDA Art. 3 package to MTC                            | August 3, 2006 |
| • MTC approves TDA Art. 3 projects  | Sept-Nov. 2006 |

<sup>1</sup>SBPP Program funding is grayed out to show what sources make up the program (ECMAQ, TDA Art.3, & Bike/Ped Program). The Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) are the primary SBPP projects review committee.

Alternative Modes Funding Strategy Program Schedule  
Pedestrian Program

A TDA Article 3 allocation instruction will be distributed to project sponsors upon approval by MTC. Project sponsors will then be able to receive retroactive reimbursement for project costs from June 2006 and on.

FY2007-08 & FY2008-09 TDA Art. 3 recommended projects (est. time frame):

- BAC/PAC/TAC/ Board reaffirms SBPP 3-year plan December – February
- Upon approval by STA Board, FY 2006-07 TDA Art. 3 applications due to STA March-April
- STA submits a county TDA Art. 3 package to MTC April
- MTC approves TDA Art. 3 projects May-June

FY2007-08 & 2008-09 ECMAQ recommended projects:

- TIP Amendment Info due to STA
  - City Reso/Certification of Assurances/ Legal Opinion (RCL) No later than January 2007
  - STA packages RCL's and forwards to MTC January 2007
- MTC approves TIP Amendment March/April 2007

***For FY 2007-08 PAC Projects***

- ❖ Project sponsor completes design/environmental/right-of-way work for obligation April 2007-March 2008
- ❖ Obligation deadline April 1, 2008<sup>1</sup>  
(project sponsor will also need to have a DBE program approved between October 2007 and April 1, 2008)

***For FY 2008-09 PAC Projects***

- ❖ Project sponsor completes design/environmental/ right-of-way work for obligation authority April 2008-March 2009
- ❖ Obligation deadline April 1, 2009<sup>1</sup>  
(project sponsor will also need to have a DBE program approved between October 2008 and April 1, 2009)

E-76 agreement is issued to federally funded projects when the funds are obligated. Upon receipt of an E-76, project sponsors can begin invoicing for reimbursable activities (design, construction, etc.) to Caltrans. Projects have up to five years to spend the funds; however an invoice must be submitted at least every six months.

**Proposed Schedule: TFCA (estimated time frame on annual basis)**

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- ***STA Board*** Call for Projects\* February
- TFCA Applications Due to STA March
- ***TAC*** recommendation March
- Board Approves TFCA projects April

\*Board initiates and approves entire TFCA fund for any given fiscal year including targeted amount specified for bicycle and pedestrian projects.

**Proposed Schedule: YSAQMD Clean Air Grant (estimated time frame on annual basis)**

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- ***YSAQMD initiates*** Call for Projects January
- STA Board appoints members to participate in the YSAQMD/STA application screening committee. January-February
- YSAQMD Clean Air Applications Due to YSAQMD February-March
- YSAQMD/STA application screening committee recommends clean air projects to the YSAQMD Board of Directors\* April-May

\*Committee recommends total Clean Air funds available for Solano County, including targeted amount for bicycle and pedestrian projects.

## **Other Alternative Modes Category**

*Eligible Projects: Alternative Fuels, Transit Stations, and Ridesharing Activities*

Fiscal Year 2006-07	Est. Funds Available: \$79,500 (TFCA-Local-STA) \$72,500 (YSAQMD-Local-Clean Air Com.) Total: \$152,000
Fiscal Year 2007-08	Est. Funds Available: \$450,000 (ECMAQ- Federal- Caltrans) \$79,500 (TFCA-Local-STA) \$72,500 (YSAQMD-Local-Clean Air Com.) Total: \$602,000
Fiscal Year 2008-09	Est. Funds Available: \$230,000 (ECMAQ- Federal- Caltrans) \$79,500 (TFCA-Local-STA) \$72,500 (YSAQMD-Local-Clean Air Com.) Total: \$382,000

### **Proposed Schedule: TFCA (estimated time frame on annual basis)**

- |  |             |
|--|-------------|
| • <b><u>STA Board</u></b> call for projects*     | February    |
| • TFCA applications due to STA                   | March       |
| • <b><u>TAC</u></b> recommendation               | March       |
| • <b><u>STA Board</u></b> approves TFCA projects | April       |
| • <b><u>BAAQMD</u></b> approves TFCA projects    | July-August |

\*Board initiates and approves entire TFCA fund for any given fiscal year including targeted amount specified for alternative modes projects.

### **Proposed Schedule: YSAQMD Clean Air Grant (estimated time frame on annual basis)**

- |  |                  |
|--|------------------|
| • <b><u>YSAQMD initiates</u></b> Call for Projects   | January          |
| • STA Board appoints members to participate in the YSAQMD/STA application screening committee.                             | January-February |
| • YSAQMD Clean Air Applications Due to YSAQMD  | February-March   |
| • <b><u>YSAQMD/STA Application Screening Committee</u></b> recommends clean air projects to the YSAQMD Board of Directors* | April-May        |
| • <b><u>YSAQMD Board of Directors</u></b> approve projects   | June-July        |

\*Committee recommends total Clean Air funds available for Solano County, including targeted amount for bicycle and pedestrian projects.

**Proposed Schedule: FY 2007-08 and FY 2008-09 ECMAQ**

- **STA Board** Call for projects related this category for Fiscal Years 2007-08 and 2008-09 June, 2006
- Project Applications Due to STA July, 2006
- **TAC recommendation** August, 2006
- **STA Board** approves projects September 2006

FY2007-08 & 2008-09 ECMAQ recommended projects:

- TIP Amendment Info due to STA
  - City Reso/Certification of Assurances/ Legal Opinion (RCL) No later than January 2007
  - STA packages RCL's and forwards to MTC January 2007
- MTC approves TIP Amendment March/April 2007

***For FY 2007-08 Projects***

- ❖ Project sponsor completes design/environmental/right-of-way work for obligation April 2007-  
March 2008
- ❖ Obligation deadline April 1, 2008<sup>1</sup>  
(project sponsor will also need to have a DBE program approved between October 2007 and April 1, 2008)

***For FY 2008-09 Projects***

- ❖ Project sponsor completes design/environmental/ right-of-way work for obligation authority April 2008-  
March 2009
- ❖ Obligation deadline April 1, 2009<sup>1</sup>  
(project sponsor will also need to have a DBE program approved between October 2008 and April 1, 2009)

E-76 agreement is issued to federally funded projects when the funds are obligated. Upon receipt of an E-76, project sponsors can begin invoicing for reimbursable activities (design, construction, etc.) to Caltrans. Projects have up to five years to spend the funds; however an invoice must be submitted at least every six months.

