



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

**1:30 p.m., Wednesday, November 29, 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

ITEM

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of September 27, 2006** Johanna Masiclat
Recommendation:
Approve minutes of September 27, 2006.
Pg. 1
 - B. STA Board Meeting Highlights – October 11, 2006** Johanna Masiclat
Informational
Pg. 7
 - C. Updated STA Board and Advisory Committee Meeting Schedule for 2006 and 2007** Johanna Masiclat
Informational
Pg. 11
 - D. Funding Opportunities Summary** Kimani Birden
Informational
Pg. 15

TAC MEMBERS

<u>Dan Schiada</u>	<u>Royce Cunningham</u>	<u>Gene Cortright</u>	<u>Brent Salmi</u>	<u>John Duane</u> (Interim)	<u>Dale Pfeiffer</u>	<u>Gary Leach</u> (Interim)	<u>Paul Wiese</u>
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

- E. \$75,000 Fiscal Year (FY) 2006-07 Surface Transportation Program (STP) Fund Swap between Rio Vista and Solano County** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to approve the fund swap of FY 2006-07 \$75,000 in Third Cycle STP funds from the City of Rio Vista for \$65,300 in local funds from the County of Solano.
- Pg. 19**
- F. Jameson Canyon Draft Memorandum of Understanding (MOU) Agreement** Janet Adams
- Recommendation:
Forward recommendation to the STA Board authorizing the Executive Director to enter into a Memorandum of Understanding (MOU) for the SR 12 Jameson Canyon project which will define how the three agencies (Solano Transportation Authority, the Napa County Transportation Authority and Caltrans) will work together in cooperation to successfully deliver the Jameson Canyon Project.
- Pg. 21**
- G. Corridor Mobility Improvement Account (CMIA) Call for Projects** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board that the STA apply for CMIA funding for the following projects: I-80/I-680/SR 12 Interchange (First Phase), the Cordelia Truck Scales Relocation (First Phase), I-80 HOV Lane (WB Magazine St. to Carquinez Bridge), I-80 HOV Lane (EB and WB SR 37 to Carquinez Bridge), and SR 12 Jameson Canyon Widening.
- Pg. 39**
- H. Solano County Regional Measure 2 (RM 2) Two-Year Transit Operating Funding Plan** Elizabeth Richards
- Recommendation:
Forward a recommendation to the STA Board to:
- 1. Approve the countywide transit operating RM 2 funding plan for FY 2006-07 and FY 2007-08;*
 - 2. Authorize STA staff to submit a coordinated RM 2 transit operating allocation request for Solano County.*
- Pg. 81**

- I. State Transit Assistance Funds (STAF) Proposed Funding Amendment #3 for FY 2006-07** Elizabeth Richards
- Recommendation:*
Forward a recommendation to the STA Board to approve the amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.
Pg. 85

VI. ACTION ITEMS

- A. State Transportation Improvement Program (STIP) Funding Priorities** Janet Adams
- Recommendation:*
Forward a recommendation to the STA Board to adopt the two tier funding project priority list for future STIP funding as shown in Attachment A.
(1:45 – 1:55 p.m.) – **Pg. 95**
- B. Programming of Planning, Programming and Monitoring (PPM) funds from State Transportation Improvement Program (STIP)-Augmentation** Janet Adams
- Recommendation:*
Forward a recommendation to the STA Board to approve programming 5% of the STIP Augmentation funds for Planning, Programming and Monitoring (PPM) in the amount of \$941,000.
(1:55 – 2:00 p.m.) – **Pg. 99**
- C. Routes of Regional Significance** Dan Christians
- Recommendation:*
Forward a recommendation to the STA Board to:
- 1. Request member agencies to submit any new or proposed additions or changes to the Routes of Regional Significance no later than January 26, 2007 (see Attachment A);*
 - 2. Approve the “Proposed Major Criteria for Adding and Ranking New Routes to the Routes of Regional Significance” (Attachment B);*
- (2:00 – 2:15 p.m.) – **Pg. 103**
- D. Legislative Update – November 2006 and Adoption of STA’s 2007 Legislative Priorities and Platform** Jayne Bauer
- Recommendation:*
Forward the Final Draft 2007 Legislative Priorities and Platform to the STA Board for approval.
(2:15 – 2:20 p.m.) – **Pg. 109**

- E. Route 30 and 90 Service and Funding Agreement** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transits.
(2:20 – 2:25 p.m.) – Pg. 129
- F. Countywide Transportation for Livable Communities (TLC) Program Capital Grants** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the following Solano Transportation for Livable Communities (TLC) Capital funds:
- *City of Benicia- State Park Road Overcrossing (\$1,000,000)*
 - *Suisun City- Driftwood Drive (\$372,000)*
 - *Solano County- Old Town Cordelia Improvement Project (\$500,000)*
- (2:25 – 2:30 p.m.) – Pg. 131
- G. State Route (SR) 12 Truck Climbing Lane Project Letter** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board requesting that the STA send a letter to Caltrans communicating the Bicycle Advisory Committee's (BAC) bicycle concerns and suggestions for Caltrans' State Route 12 Truck Climbing Lane Project.
(2:30 – 2:35 p.m.) – Pg. 145

VII. INFORMATION ITEMS

- A. Highway Projects Status Report:** Janet Adams
- 1.) **I-80/I-680/SR 12 Interchange**
 - 2.) **North Connector**
 - 3.) **I-80 HOV Project: Red Top Road to Air Base Parkway**
 - 4.) **Jepson Parkway**
 - 5.) **Highway 12 (Jameson Canyon)**
 - 6.) **I-80 SHOPP Rehabilitation Project**
 - 7.) **SR 113 SHOPP (Downtown Dixon)**
- Informational
(2:35 – 2:40 p.m.) – Pg. 149

- | | |
|--|---------------------------|
| <p>B. Status of Congestion Management Program (CMP)
Consistency Review of Recently Submitted Development
Projects
<i>Informational</i>
(2:40 – 2:45 p.m.) – Pg. 153</p> | <p>Dan Christians</p> |
| <p>C. Metropolitan Transportation Commission (MTC) 2006 Local
Streets and Roads Maintenance Cost and Revenue Survey
<i>Informational</i>
(2:45 – 2:50 p.m.) – Pg. 155</p> | <p>Janet Adams</p> |
| <p>D. Metropolitan Transportation Commission Routine
Accommodation of Bicyclist and Pedestrians in the Bay Area
<i>Informational</i>
(2:50 – 2:55 p.m.) – Pg. 169</p> | <p>Robert Guerrero</p> |
| <p>E. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding
(ITF) Agreement
<i>Informational</i>
(2:55 – 3:00 p.m.) – Pg. 179</p> | <p>Elizabeth Richards</p> |
| <p>F. Fall 2006 Solano Express Marketing Campaign
<i>Informational</i>
(3:00 – 3:05 p.m.) – Pg. 181</p> | <p>Elizabeth Richards</p> |
| <p>G. Solano Transit Consolidation Study Status
<i>Informational</i>
(3:05 – 3:10 p.m.) – Pg. 191</p> | <p>Elizabeth Richards</p> |
| <p>H. Unmet Transit Needs Public Hearing for FY 2007-08
<i>Informational</i>
(3:10 – 3:15 p.m.) – Pg. 195</p> | <p>Elizabeth Richards</p> |
| <p>I. Safe Routes to School (SR2S) Update
<i>Informational</i>
(3:15 – 3:20 p.m.) – Pg. 199</p> | <p>Sam Shelton</p> |
| <p>J. Project Delivery Update
<i>Informational</i>
(3:20 – 3:25 p.m.) – Pg. 213</p> | <p>Sam Shelton</p> |

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, January 3, 2007.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
September 27, 2006

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	John Duane	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Eva Laevastu	Member, Pedestrian Advisory Committee (PAC)
Wayne Monger	Resident, City of Suisun City
Jennifer Tongson	Nancy Whelan Consulting
Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Susan Furtado	STA
Jayne Bauer	STA
Robert Guerrero	STA
Johanna Masiolat	STA

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

REPORTS FROM CALTRANS, MTC AND STA STAFF

IV.

Caltrans: None presented.

MTC: Mike Duncan, City of Fairfield, informed the STA TAC that MTC would be sending out a survey to all 109 local agencies in the Bay Area to update the Local Streets and Roads (LS&R) data collected in 2002 and 2004. He said that these previous surveys were instrumental in increasing the Federal funding to LS&R by a factor of 7 in the Regional Transportation Plan (RTP). All agencies need to provide timely responses to the survey. The survey should be sent out in October and are due to the STA by December 31, 2006.

STA: Robert Guerrero provided an update to the Call for Countywide TLC Capital Projects for FY 2007-08 and FY 2008-09.

V. CONSENT CALENDAR

At the request of Paul Wiese, Item E, Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2005-06 was pulled for discussion. Susan Furtado provided clarification to the FY 2005-06 numbers of abated vehicles and cost reimbursements submitted by members of the Solano County's AVA Program.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved Consent Calendar Items A through E.

Recommendations:

A. Minutes of the TAC Meeting of August 30, 2006

Recommendation:

Approve minutes of August 30, 2006.

B. STA Board Meeting Highlights – September 13, 2006

Informational

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

Informational

D. Funding Opportunities Summary

Informational

E. This item was pulled for discussion.

**Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY)
2005-06**

Informational

VI. ACTION ITEMS

A. **State Partnership Planning Grant Funds and Local Match for I-80/I-680/I-780 Corridor Study Highway Operations Plan**

Robert Guerrero reviewed the project summary, preliminary schedule, and funding chart of the I-80/I-680/I-780 Corridors Highway Operations Implementation Plan.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt a resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the I-80/I-680/I-780 Corridors Study Highway Operations Plan.
2. The allocation of \$62,500 State Transit Assistance Funds (STAF) for the required 20% local match.

On a motion by Dale Pfeiffer, and a second by Gene Cortright, the STA TAC approved the recommendation.

B. **Distribution of \$75,000 Fiscal Year (FY) 2005-06 Surface Transportation Program (STP) Funds**

Janet Adams reviewed the additional distribution of \$75,000 in STP funds to two project sponsors, Cities of Benicia and Vacaville for FY 2005-06. She indicated that \$25,000 would be distributed to the City of Benicia for the West K Rehabilitation Projects and \$50,000 to the City of Vacaville for the Nut Tree Road Rehabilitation Project.

Recommendation:

Recommend to the STA Board to reprogram \$75,000 in FY 2005-06 STP-Augmentation funds for Local Streets and Roads from the City of Rio Vista to (1) the City of Benicia for \$25,000 and (2) the City of Vacaville for \$50,000.

On a motion by Dale Pfeiffer, and a second by Gene Cortright, the STA TAC approved the recommendation.

C. **Countywide Pedestrian Plan Update**

Robert Guerrero summarized the application process for additional and revised pedestrian project submittals being considered for the Countywide Pedestrian Plan Update.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve criteria for prioritizing the Countywide Pedestrian Plan's pedestrian projects.
2. Issue a call for additional or revised pedestrian projects to be considered for the Countywide Pedestrian Plan Update.

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

D. Legislative Update – September 2006 and STA’s Draft 2007 Legislative Priorities and Platform

Jayne Bauer stated that September 30th is the last day for the Governor to either sign, take no action or veto bills passed by the Legislature during the current session.

At the meeting, she proposed that the STA TAC review the 2007 Draft Legislative Priorities and Platform. By consensus, the Draft 2007 Legislative Priorities and Platform will be forwarded to the STA Board with a recommendation to distribute for a 30-day and comment period.

Recommendation:

Forward the STA’s Draft 2007 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30-day review and comment.

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

VII. INFORMATION ITEMS

A. Summary of Priority Projects and Funding Presentation

Janet Adams recapped the items discussed during the second STA Board Workshop of September 13, 2006. She reviewed summary tables containing the anticipated funding available over the next 5 years from the State Transportation Improvement Program (STIP) and five funding options each featuring a different priority project focus.

B. Transit Presentation for STA Board Workshop for October 11, 2006

Elizabeth Richards reviewed several items regarding transit projects to be presented for discussion at the STA Board Workshop on October 11, 2006. She listed the items to be: 1.) Transit plans and studies, 2.) Transit Agreements and Management, 3.) Transit Funding, and 4.) Transit Marketing.

C. Project Delivery Update

Jennifer Tongson updated the TAC regarding Transportation Improvement Plan (TIP) amendment deadlines, State Transportation Improvement Plan (STIP) project delivery update, and federal inactive obligations list.

D. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement

Elizabeth Richards cited that the Request for Proposal (RFP) for the Transit Finance Assessment Study was released the week of August 21, 2006 and that proposals are due September 28, 2006. She added that consultant reviews are scheduled for October 10, 2006 with selection expected in early November.

E. Status Report on State Route (SR) 113 Corridor Study

Robert Guerrero stated that STA staff is working with MTC to kick off the study either by late October 2006 or early November 2006. He indicated that in preparation for the project kick off, STA staff has prepared a draft Request for Proposals (RFP) for the project. He also stated that the STA, the City of Dixon, and the County of Solano have agreed to split the local match required for the grant.

F. Safe Routes to School (SR2S) Update

Sam Shelton distributed the final SR2S Public Input Process and Materials adopted by STA Board at their September 13, 2006 meeting. He listed the SR2S Community Taskforce appointments for the cities of Benicia, Dixon, Fairfield, and Vacaville.

VIII. ADJOURNMENT

The meeting was adjourned at 3:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 29, 2006.**

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

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the October 11, 2006 STA Board Meeting/Workshop

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

BOARD MEMBERS PRESENT:

Len Augustine (Chair)	City of Vacaville
Anthony Intintoli (Vice Chair)	City of Vallejo
Steve Messina	City of Benicia
Mary Ann Courville	City of Dixon
Ed Woodruff	City of Rio Vista
John Vasquez (Alternate Member)	County of Solano

BOARD MEMBERS ABSENT:

Harry Price	City of Fairfield
Jim Spering	City of Suisun City
John Silva	County of Solano

ACTION ITEMS: FINANCIAL AND NON-FINANCIAL

- A. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges**
Recommendation:
Approve Resolution 2006-04 adopting a funding policy of 50% local and 50% regional funds for Reliever Routes and regionally significant interchanges.

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

B. Legislative Update – October 2006 and Solano Transportation Authority (STA)’s Draft 2007 Legislative Priorities and Platform Recommendation:

Authorize the Executive Director to distribute the STA Draft 2007 Legislative Priorities and Platform for a 30-day review and comment period.

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

BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

A. Priority Projects Funding Options and Projected Projects Delivery Schedule

Janet Adams provided an overview of the funding options and delivery schedules for projects throughout the county.

B. Future of Transit in Solano County Presentation

Elizabeth Richards introduced the Future of Transit in Solano County. Topics will be presented and discussed at the December STA Board workshop.

CONSENT CALENDAR ITEMS:

On a motion by Member Messina, and a second by Vice Chair Intintoli, consent items A through J were unanimously approved with an amendment shown in *bold italics* for Item VII.H.

A. STA Board Minutes of September 13, 2006

Recommendation:

Approve minutes of September 13, 2006.

B. Review Draft TAC Minutes of September 27, 2006

Recommendation:

Receive and file.

C. Updated STA Board Meeting Schedule for Calendar Year 2006 and 2007

Informational.

D. Fiscal Year (FY) 2005-06 4th Quarter Budget Report

Informational

E. Funding Agreement with Napa County Transportation Planning Agency (NCTPA)

Recommendation:

Authorize the Executive Director to enter into an agreement with NCTPA for \$25,000 of TFCA funds for FY 2006-07 for development and implementation of an Emergency Ride Home (ERH) and Commuter Incentives Program in Napa County.

F. State Partnership Planning Grant Funds and Local Match for I-80/I-680/I-780 Corridors Study Highway Operations Plan

Recommendation:

Approve the following:

1. Adopt Resolution No. 2006-05 authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the I-80/I-680/I-780 Corridors Study Highway Operations Plan.
2. The allocation of \$62,500 State Transit Assistance Funds (STAF) for the required 20% local match.

G. Distribution of \$75,000 Fiscal Year (FY) 2005-06 Surface Transportation Program (STP) Funds

Recommendation:

Reprogram \$75,000 in FY 2005-06 STP-Augmentation funds for Local Streets and Roads from the City of Rio Vista to (1) the City of Benicia for \$25,000 and (2) the City of Vacaville for \$50,000.

H. Countywide Pedestrian Plan Update and Pedestrian Advisory Member Appointments

Recommendation:

Approve the following:

1. Approve the attached criteria and application for prioritizing the Countywide Pedestrian Plan's pedestrian projects.
2. Issue a call for additional or revised pedestrian projects to be considered for the Countywide Pedestrian Plan Update.
3. Appoint Linda Schrupp, Eva Laevastu, *and Carol Renwick* to the Solano Pedestrian Advisory Committee as the Tri County Cooperative Planning Group, Bay Area Ridge Trail, *and City of Vacaville* participating members respectively.

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

Recommendation:

Authorize the Executive Director to enter into an agreement with ARUP to provide planning and design services for the North Connector TLC Concept Plan for an amount not to exceed \$40,000 for a contract term through July 31, 2007.

J. Request for Proposals (RFP) for Construction Management Services for the North Connector and the I-80 High Occupancy Vehicle (HOV) Lanes Projects

Recommendation:

Authorize the Executive Director to issue a RFP for Construction Management Services for the North Connector Project and the I-80 HOV Lanes Advance Project – Green Valley North Side Bridge Widening.

UPDATE FROM STAFF:

A. Caltrans Report

Mo Pazoooki provided an overview on the construction status of the Benicia-Martinez Bridge.

B. MTC Report
None reported.

C. STA Report

1. **State Legislative Update**
2. **STA Proclamation of Appreciation for
City of Vacaville's Joy Apilado**
3. **STA's 9th Annual Awards Nominees**

ADJOURNMENT

The STA Board meeting was adjourned at 7:15 p.m. The next regular meeting of the STA Board is a meeting/workshop scheduled on **Wednesday, December 13, 2006, 6:00 p.m. at the Suisun City Hall.**



DATE: November 13, 2006
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board and Advisory Committee Meeting Schedule for
Calendar Year 2006 and 2007

Background:

Attached are the updated STA Board meeting schedules for calendar years 2006 and 2007 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2006
- B. STA Board and Advisory Committee Meeting Schedule for 2007

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**STA BOARD AND ADVISORY
COMMITTEE MEETINGS SCHEDULE
CALENDAR YEAR 2006**

DATE	TIME	COMMITTEE DESCRIPTION	LOCATION	STATUS
December 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	Suisun City Hall	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 15	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
December 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Rescheduled to January 3, 2007
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Rescheduled to January 3, 2007

This meeting has been rescheduled.



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2007**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 3	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
January 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
January 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
January 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
March 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
May 18	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
July 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
August 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
August 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
September 21	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 14	6:00 p.m.	STA's 10 th Annual Awards	TBD - Vallejo	TBD
November 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
November 16	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative



DATE: November 21, 2006
TO: STA TAC
FROM: Kimani Birden, 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.

Fund Source	Application Available From	Application Due
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program	Jim Antone YSAQMD (530) 757-3653	Due approximately mid-January 2007
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	Due February 26, 2007



FUNDING OPPORTUNITY
2007-08 YSAQMD Clean Air Funds (CAF) Program
Call for Projects, tentative January 2007
Due March 2007

TO: STA TAC
FROM: Kimani Birden, 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: Kimani Birden, Assistant Planner, (707) 424-6075



FUNDING OPPORTUNITY

Bikes Belong Grant Program

Due by February 26, 2007

TO: STA TAC
FROM: Kimani Birden, 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 Awarded Projects:

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

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

STA Contact Person: Kimani Birden, Planning Assistant, (707) 424-6075

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DATE: November 13, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: \$75,000 Fiscal Year (FY) 2006-07 Surface Transportation Program (STP)
Fund Swap between Rio Vista and Solano County

Background:

On December 14, 2005, the STA Board approved the distribution of \$1.42 million in Third Cycle STP funds for Local Streets and Roads. Each jurisdiction received a portion of Third Cycle Surface Transportation Program (STP) funds, with a \$75,000 minimum threshold for smaller agencies.

The Regional Project Funding Delivery Policy (Resolution 3606) states that “the funds must be obligated by the established deadline or they will be deprogrammed from the project and redirected by the Commission to a project that can use the funds in a timely manner.”

Discussion:

Over the past fiscal year, the City of Rio Vista was unable to obligate its \$75,000 in STP funds in FY 2005-06 by the April 1st deadline. In a last minute attempt to save the \$75,000 for Solano County, MTC provided Solano County with the opportunity to reprogram the funds to another local streets and roads project from FY 2006-07 despite the policy to deprogram unobligated funds. In October, the Cities of Benicia and Vacaville were able to program these funds to the West K Street Rehabilitation project and the Nut Tree Road Rehabilitation project, respectively.

In order to prevent another last-minute reprogramming situation from occurring again, the City of Rio Vista is proposing to swap its \$75,000 in FY 2006-07 Third Cycle STP funds for local funds from another jurisdiction. The funds are currently programmed in the 2nd Street and Gardiner Way Rehabilitation project (SOL050016). The City of Rio Vista does not anticipate it will obligate the funds by the March 1, 2007 regional submittal deadline for obligation.

After some discussion, the County of Solano has agreed to swap local funds for Rio Vista’s STP funds. The federal STP funds will be added to the Various Streets Rehabilitation project (SOL010024). The swap will happen at an exchange rate equal to the federal-local match requirement of 88.53%:11.47%. In other words, Solano County will exchange \$65,300 in its local funds for \$75,000 of Rio Vista’s federal STP funds. The swap will require a funding agreement between the agencies, and STA staff has agreed to submit the necessary TIP Amendments to perform the swap.

Fiscal Impact:

There is no fiscal impact by this proposed action to the STA. This action will keep the \$75,000 STP finding within Solano County jurisdiction so it is not lost to the region, while the City of Rio Vista will obtain \$65,300 in local funds.

Recommendation:

Forward a recommendation to the STA Board to approve the fund swap of FY 2006-07 \$75,000 in Third Cycle STP funds from the City of Rio Vista for \$65,300 in local funds from the County of Solano.



DATE: November 13, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Jameson Canyon Draft Memorandum of Understanding (MOU)
Agreement

Background:

The Purpose and Need for the Jameson Canyon Project on State Route (SR) 12 from I-80 in Solano County to and including SR 12/29 intersection in Napa County is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The project is proposing to construct a four lane roadway with a concrete median barrier. The existing traffic signals at Kelly Road and Kirkland Ranch Road will remain. In addition, the project would include a full intersection at Lynch Road (no signal, left turn pocket), a opening east of county line (no adjacent local road), and one high retaining wall with a maximum height of 15 meters (45 feet) close to Red Top Road.

Currently Caltrans is the lead agency for the environmental phase of the project. This Phase was initiated in March 2001 funded through the Traffic Congestion Relief Program (TCRP) for an initial allocation of \$4,100,000. As of December 2005, Caltrans had expended \$3,476,600 of the initial allocation. According to Caltrans, this Phase will not be completed until 2008. The environmental technical reports were required by the US Fish and Wildlife Service to be updated.

The December 2005 cost estimate from Caltrans was:

PA/ED	\$6,800,000
Design*	\$17,000,000
Right-of-Way	\$9,700,000
Construction	\$78,500,000
<hr/> TOTAL	<hr/> \$112,000,000

* Includes \$1.2 million Right-of-Way Support and \$7.4 million construction support

In August 2006 Caltrans updated the cost estimate. As seen on many other major transportation projects, costs have increased at an alarming rate, the current cost estimates, escalated to year 2011 are:

PA/ED	\$5,700,000
Design*	\$26,500,000
Right-of-Way	\$9,700,000
Construction**	\$163,100,000
<hr/> TOTAL	<hr/> \$205,000,000

* Includes \$1.2 million Right-of-Way Support and \$7.4 million construction support

** Includes escalation at 5%/year to year 2011

Discussion:

SR 12 is a vital link between Solano and Napa Counties. The Solano Transportation Authority (STA) and the Napa County Transportation Authority (NCTPA) support the timely completion of the Project with the most cost effective solution that meets the Project Purpose and Need.

STA and NCTPA are seeking to be involved in solutions to move this project forward in completing not only the environmental document and design work, but also to work in partnership to seek a funding solution for the project. The first step is to put into place a project delivery and issue resolution structure that formalizes the partnership of the agencies. This structure would be outlined in a Memorandum of Understanding (MOU) between the STA, NCTPA and Caltrans. The intent of this MOU is to define how the three agencies will work together in cooperation to successfully deliver the Project, a common goal. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and funding strategy for the Project.

The MOU covers project development activities, including the environmental document, preparing the plans, specification and estimate (PS&E), completing right-of-way acquisition and concluding with construction. STA, NCTPA and Caltrans would work cooperatively, using staff, consultants and resources interchangeably in a commitment to deliver the Project. Follow-up cooperative agreements will be required for each specific phase of work requiring the expenditure of funds and/or staff services provided by STA, NCTPA and Caltrans.

The MOU will also put into place the authority of a multi-agency represented project team, provide an executive level mechanism for project direction, and provide a cost reporting and financial responsibility structure.

STA, NCTPA and Caltrans have discussed having the STA contact with a highly qualified consultant Project Manager to work jointly with the three agencies to deliver the Project. It is intended the consultant Project Manager would provide an assessment of the current progress of the Environmental document and current cost estimates to make a recommendation to STA, NCTPA and Caltrans on the specific project delivery team structure, measures to facilitate the completion of the environmental document, a draft Project Management Plan, and a draft financial plan. The hiring of a Project Manager will require additional discussion with Caltrans.

Fiscal Impact:

There is not a calculative cost to the STA to enter into a MOU with NCTPA and Caltrans for the Jameson Canyon Project.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to enter into a Memorandum of Understanding (MOU) for the SR 12 Jameson Canyon project which will define how the three agencies (Solano Transportation Authority, the Napa County Transportation Authority and Caltrans) will work together in cooperation to successfully deliver the Jameson Canyon Project.

Attachment:

- A. Draft Jameson Canyon Memorandum of Understanding

DRAFT**MEMORANDUM OF UNDERSTANDING
FOR THE JAMESON CANYON PROJECT**

Between

California Department of Transportation,
the Solano Transportation Authority
and the

Napa County Transportation Planning Agency

December XX, 2006

I. INTENT

This Memorandum of Understanding (MOU), entered into effect on _____, between the State of California, Department of Transportation (Department), the Solano Transportation Authority (STA), and Napa County Transportation Planning Agency (NCTPA) constitutes solely a guide to the respective intentions and policies of the parties involved for the Jameson Canyon Project, herein called PROJECT. It is not intended to authorize funding or project effort nor is it a legally binding contract. Funding commitments providing for the deposit of funds for specific work phases or project effort committing machine or personnel time will be covered by one or more separate cooperative agreements as may be outlined herein.

The intent of this MOU is to define how the three agencies will work together in cooperation to successfully deliver the PROJECT, a common goal. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and funding strategy for the PROJECT.

This MOU covers project development activities, including the environmental document, preparing the plans, specification and estimate (PS&E), completing right-of-way acquisition and concluding with construction. Department, STA and NCTPA will work cooperatively, using staff, consultants and resources interchangeably, as part of the Project Team in a commitment to deliver the PROJECT. Cooperative agreements will be required for each specific phase of work requiring the expenditure of funds and/or staff services provided by Department, STA, and NCTPA.

II. PROJECT DESCRIPTION

Jameson Canyon on State Highway 12 (SR 12) is a regionally significant highway linking Solano and Napa Counties. It is one of the significant links between the two counties. The PROJECT has been the recipient of state discretionary funding on in the form of \$4.1 million in Traffic Congestion and Relief Program (TCRP) for the Environmental Phase and \$2.9 million TCRP, \$2.0 million RIP, and \$2.0 million IIP for the Design Phase. In addition, NCTPA obtained a \$6.4 million Federal

Earmark. The PROJECT is also included in the 2005 Regional Transportation Plan. The movement of goods and people along this interregional route has increased in recent years as the demographics and industrial centers have developed and shifted. Commercial growth in Napa and Solano counties, coupled with growth in Solano County, has resulted in increased commuting on SR 12.

The existing SR 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This PROJECT will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County. The purpose of this PROJECT is to relieve traffic congestion and provide additional capacity while improving safety and operations along the route.

The PROJECT area is currently divided into two projects; the Jameson Canyon widening and the SR 12/SR 29 interchange. These projects have been combined into a single study area for a comprehensive environmental document. Currently the environmental document is classified as a Negative Declaration for CEQA and FONSI for NEPA. The environmental document is currently under development and has the following key milestone dates:

Draft Environmental Document – April 2007

Environmental Document – January 2008

After the environmental document is complete and approved the two projects will once again be divided. This MOU applies to Jameson Canyon and the SR 12/SR 29 Interchange for the full environmental phase. For all other phases – right-of-way, design and construction, this MOU applies only to the Jameson Canyon project.

III. GENERAL

The key PROJECT tasks, detailed in Appendix A, may be modified by written recommendation of the Project Leadership Team, with the approval of the Executive Committee, without formally amending this MOU.

Department, STA, or NCTPA may arrange for consultant services to perform the key project tasks described in attached Appendix A.

Since the constructed PROJECT will be owned and operated by the Department, PROJECT must conform to Department design, construction standards and requirements.

All cooperative efforts and reviews through completion of PROJECT construction are intended to deliver the PROJECT as a collaborative team comprised of

Department, STA, NCTPA and consultant staff in a manner similar to that employed by Department to deliver its own projects, thus minimizing standard Department oversight activities.

The mix of staff assigned to each independent project within PROJECT may come from different sources. The primary sources will be Department staff and consultants provided by STA and NCTPA and will be incorporated into the Project Staffing Plans, which are an element of the Work Plan. No work shall be performed nor expenditures incurred without the recommendation of the Project Manager and approval of the Project Leadership Team.

IV. PROJECT DELIVERY ORGANIZATION – APPROACH, ROLES, RESPONSIBILITIES

The development activities required for completion of PROJECT include finalizing the environmental document and approval, PS&E, right-of-way and construction. Listed below are the development activities and general areas of responsibility for each agency. Key project tasks are shown on the attached Appendix A.

The Department is currently performing and will complete Project Approval and Environmental Document. For each subsequent PROJECT phase, the Executive Committee will determine the lead agency for the development activities, and the necessary support resources as determined and agreed to by the three entities. Development activities will be tied to the sample funding plan attached as Appendix B.

Development activities include:

- Preparing Plans, Specifications & Estimate
- Obtaining Required Permitting
- Right of Way Engineering, Acquisition and Utilities
- Bid Advertisement, Award, and Approval
- Construction

The organizational structure for Project Management is shown on the attached Appendix C and defined below.

STA & NCTPA Board of Directors

Role: The STA and NCTPA Boards of Directors govern their respective agencies. They will provide guidance and direction and make policy decisions as it relates to that agency and the PROJECT.

Responsibilities: Each Board will approve any policy or proposed funding actions affecting the agency it governs as it relates to the PROJECT. Each Board reserves the right to use a policy or technical advisory entity to advise the Board on PROJECT issues or elements.

Executive Committee (EC)

Role: The Executive Committee will provide PROJECT guidance and issue PROJECT specific policies or policy determinations related to each PROJECT phase. It will hold the Project Leadership Team accountable for delivering the PROJECT phases by approving annual Work Plans and scope, schedule and/or cost changes beyond the limits previously approved.

Members:

- Department's District 4 Director
- Executive Director of STA
- Executive Director of NCTPA

Responsibilities:

- Consult on designation of the Project Manager.
- Provide the Project Management Team and other project staff necessary feedback related to the PROJECT
- Approve PROJECT scope, schedule and budget
- Agree on funding plan for each PROJECT phase
- Oversee overall PROJECT progress
- Review Project Staffing Plans, including the use of consultants
- Approve changes to the approved PROJECT scope, schedule and budget beyond the approved scope and budget contingency
- Determine how and when to brief the STA and NCTPA Boards, California Transportation Commission (CTC) and other governmental agencies.
- Serve as the third and final level of review for unresolved PROJECT issues (such issues may be within or between task teams and members and/or the agencies).

Meetings:

- Once per quarter or as needed.

Project Leadership Team (PLT)

Role: This team reports to the EC and provides direct agency support and input to the PROJECT. The EC shall appoint the PLT members and includes a designated representative from STA, NCTPA and Department. The PLT will oversee the Project Manager in delivering PROJECT within scope, schedule and budget and provide the EC with recommendations for those items requiring EC approval per this MOU and subsequent Cooperative Agreements.

Members:

- Designated appointees from the three agencies.

Responsibilities:

- Recommend changes to the PROJECT scope, schedule and/or budget to the EC
- Monitor and review the progress of PROJECT
- Provide direction on issues as requested by the Project Manager
- Concur on the draft Project Staffing Plan including the use of consultants
- Recommend the award of consultant contracts as submitted by the Project Manager.
- Concur w/appointments of the Task Managers based upon the recommendations from the Project Manager.
- Member of Project Development Team (PDT).
- Serve as the second level of review for disputes

Meetings:

- Attend meetings of the EC and Project Leadership Team, PDT and other PROJECT meetings as needed.

Project Manager

Role: The Executive Committee will select the Project Manager who may be a Caltrans employee or a consultant. The Project Manager will have the overall responsibility to deliver the PROJECT. The Project Manager will oversee and coordinate the efforts in delivering the PROJECT within scope, schedule and budget and will provide the EC with recommendations for those items requiring their approval.

Responsibilities:

- Manage the activities of the Task Managers.
- Direct project controls staff in schedule management, cost control and scope monitoring Tasks.
- Review the independent project status on a regular basis to make certain that progress is according to the documented scope, schedule and budget.
- The timely delivery of the PROJECT within scope, schedule and budget
- Reporting on PROJECT progress, project controls and quality control/quality assurance
- Provide the first level of review for disputes.
- Oversee all aspects of the PROJECT.
- Convene meetings of the EC, Project Management Team and PDT, making sure that agendas, minutes, and other materials are created and distributed for meetings.
- Provide overall coordination and management of independent project tasks as assigned by Cooperative Agreements and/or the Project Staffing Plan.
- Provide reports and make presentations to the CTC, the STA, and NCTPA Boards, and other governmental agencies on an as needed basis.

A more detailed description of the Project Manager's duties is included in Appendix D.

Meetings:

- Be responsible for monthly PDT and other project meetings as needed.

Task Manager

Role: May be either a Department Engineer/Planner or a STA or NCTPA consultant with the necessary qualifications to perform tasks such as PS&E, public relations, right-of-way, construction, project management etc.

Responsibilities:

- Delivery of the assigned scope of work within scope, schedule and both support and capital budgets
- Communicate with the Project Manager about progress and possible changes
- Identify any policy changes or functional area directives that will impact the Project and proceed once direction is received from the Project Manager
- Ensure that the Quality Control actions are taking place within the Task work
- Each Task Manager will be responsible for the expenditures and performance on their assigned task

V. PROJECT FUNDING

STA, NCTPA and Department intend to jointly fund PROJECT phases in conjunction with the CTC. The three entities will continue to seek additional funding in a cooperative manner.

STA and NCTPA have been advised that the CTC is encouraging cooperation between counties with Department in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects.

Under this MOU, STA and NCTPA agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) and other local funds for the purpose of jointly sponsoring independent projects.

STA, NCTPA and Department will jointly request that the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECT and independent projects throughout the upcoming STIP cycles.

STA, NCTPA and Department agree to meet and confer upon the request of any party to this MOU to discuss proposed changes to scope, limits, cost and/or

schedule. STA, NCTPA and the Department agree to not change scope, limits, cost and/or schedule without the mutual consent of all parties to the MOU.

The Executive Committee must approve changes in the use of funds prior to requesting an allocation of such funds from the responsible Boards, CTC, Department and/or Agency.

Proposed PROJECT Funding

The framework for a funding plan for the PROJECT is shown in Appendix B. In addition, it is the intent of this MOU that the project be funded as follows:

- XX% by the STA controlled fund sources such as RTIP, local funds, federal funds, earmarked federal funds or regional funds.
- XX% by State controlled fund sources such as ITIP, TCRP funds or any other discretionary State or Federal funding
- XX% by the NCTPA controlled fund sources such as RTIP, local funds, federal funds, earmarked federal funds or regional funds.

Prior to each STIP funding cycle STA, NCTPA and Department will complete Appendix B, which will outline the timing and funding for each independent project to be recommended for programming to the CTC in the next STIP cycle. Appendix B will also include an estimate of the support costs for all three entities.

VI. ISSUE RESOLUTION

As issues arise in the PROJECT life-cycle, time is of the essence and they need to be resolved as diligently as possible. To this end, a process has been built into the responsibilities described in this MOU.

Issues will arise in the midst of the Task Teams and Project Management effort to develop the PROJECT. Many of these issues can be resolved within these teams, especially those that do not change the scope of the PROJECT, require additional budget and that do not delay the approved schedule. The Project Manager shall be the first level of review of the issues, which these teams cannot resolve. If the Project Manager is unable to resolve the issue it will be elevated as follows:

Second-level of review and resolution: the Project Leadership Team will review the issue, the options for resolution, the pros and cons to each option, and any advocate's reasons in support of specific options. Provided the resolution falls within the available PROJECT contingency, then the Project Leadership Team should determine the outcome. If the Project Leadership Team either does not have sufficient authority to resolve the issue or is unable to agree, then they will elevate the issue resolution after a maximum of two meetings (an initial meeting to

hear the issue, and, if necessary, a second meeting to hear any additional information requested during the first meeting). The Project Leadership Team will keep the Executive Committee informed of issue resolution.

Third-level (and final) review and resolution: the Executive Committee will review the issue, the options for resolution, the pros and cons to each option, and the advocate's reasons in support of specific options. Provided the resolution falls within the authority granted the Executive Committee, then they should determine the outcome. If, for some reason, the issue cannot be fully resolved without approval from the agency board then the Executive Committee will direct preparation of agenda items for any required action needed to ratify their agreed upon solution.

In the event that the Department believes that the implementation of a PROJECT proposal may adversely affect:

- i. The safety of the traveling public or Department employees,
- ii. Future Department liability as respects operations and maintenance of the completed PROJECT facility,
- iii. Future operations and maintenance costs of the constructed PROJECT facilities, and
- iv. Future statutory obligations of the Department that may arise during the development of the PROJECT and pertain to either the new or existing facility but are not yet identifiable at this time,

The Department expressly reserves the right to exercise its sovereign, constitutional and statutory police powers to direct the implementation of the appropriate responses to such issues affecting the PROJECT until it is complete and operational.

_____ District Director Department of Transportation	_____ Date	_____ Executive Director Napa County Transportation Planning Agency	_____ Date
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_____ Executive Director Solano Transportation Authority	_____ Date
--	---------------

Appendix A

Key Project Tasks Grouped by Project Discipline

Work Plan

- In the last quarter of each calendar year, an annual Work Plan will be developed by the Project Leadership Team and Project Manager and approved by the Executive Committee.
- Work Plans shall remain flexible to adapt to changing resources and funding.

Project Estimate

- In the last quarter of each calendar year, the Project Manager will produce a PROJECT estimate update to serve as the basis of any budgetary changes.
- Throughout the year following each estimate update, any scope or cost impacts should be immediately reflected on a revised estimate and reported to the Executive Committee.

Environmental Approval

- Obtain Base Maps
- Prepare various studies
- Complete traffic forecast
- Provide traffic analysis of alternatives
- Evaluate Alternatives
- Prepare Environmental Assessment
- Recommend Preferred Alternative

Roadway Design

- Develop preliminary design and produce an approved Project Report
- Produce a biddable and buildable PS&E

Structure Design

- Conduct Geotechnical Investigation
- Produce a complete structure PS&E

Right of Way

- Provide mapping, appraisal, acquisition, encroachment permits, temporary construction easements, utility verification and relocation, etc.
- Certify the Project

Public Relations

- Develop a public relations/outreach plan
- Communicate with all stakeholders
- Prepare exhibits and presentations for use in internal and external meetings
- Ensure that a public information/outreach program for the PROJECT be coordinated and implemented.

Aesthetics

- With input from the local agencies and communities, the Project Leadership Team and Project Manager will ensure a coordinated approach for the aesthetics for the PROJECT, particularly for new retaining walls and structures.

Project Controls

- Develop budget and schedule to complete the work down to the task level
- Monitor progress, cost performance and schedule
- Develop PROJECT change control procedures
- Identify problem areas and recommend solutions
- Compile the Task plans from each of the Task Managers
- Produce the Project Staffing Plan for each independent project
- Develop and maintain organization, project procedures and budget, securing necessary approvals as required for each independent project
- Develop options available to the participating agencies to finance the design and construction of the independent project

Construction Administration

- Complete independent project review
- Advertise, award and approve contract
- Administer contract and close out contract, including the settlement of all claims

Quality Control and Assurance (QC/QA)

- The Quality Assurance Plan will be developed by the Project Manager and approved by the Project Leadership Team.
- The Project Leadership Team will provide concurrence as part of their approval of the Annual Work Plan.

**Appendix B
Funding Plan**

Appendix C
Organization Chart

Appendix D Project Manager Responsibilities

1. DEVELOP ORGANIZATION AND PROCEDURES

- Recommend Approval of the Task Managers (a Task Manager may be a consultant)
- Recommend the extent to which consultant support is necessary and make recommendations to the Project Leadership Team on consultant selection
- Provide vision for the entire Project Team
- Make sure that teamwork is occurring within the Discipline and Task Teams
- Develop the Project Work Plan and Staffing Plan, including a project organization chart for approval for each independent project
- Lead the development and implement the Project Control procedures
- Develop a documented Project scope of work
- Process and make recommendations for changes in scope, schedule and budget

2. COMMUNICATION PLAN

- Prepare and distribute agendas, minutes and reports for various project meetings
- Establish and operate a document/correspondence management and distribution system
- Manage the public relations plan for the PROJECT
- Oversee the preparation of necessary exhibits
- Make presentations on behalf of the PROJECT
- Make certain that agendas for public, inter-agency and PROJECT meetings are prepared and distributed
- Make certain that meeting places are arranged and that necessary equipment is available
- Assist Executive Committee in public hearings
- Prepare quarterly progress reports for the Executive Committee, STA and NCTPA Boards
- Make annual and as needed reports and presentations to the CTC, the STA and NCTPA Boards, and other governmental agencies
- Prepare media releases

3. BUDGET CONTROL

- Develop a funding plan for the PROJECT and/or independent projects
- Oversee the annual compilation of the complete PROJECT and independent project estimate
- Lead the creation of the PROJECT and independent project budget down to the Task Level
- Review and approve the proposed Task budgets
- Monitor PROJECT and independent project expenditures at the Task Level
- Prepare a quarterly financial report showing the current approved budget and expenditures to date by fund source, and expected expenditures in the future.

- Report to the Executive Committee on PROJECT and independent project financial status
- Recommend approval of any scope changes that are beyond the approved budget and independent project contingency to the Executive Committee

4. SCHEDULE CONTROL

- Oversee the development and approve the PROJECT and independent project schedules
- Review the Task schedules
- Monitor overall PROJECT and independent project schedules
- Implement methods to keep PROJECT and independent projects on schedule
- Provide necessary direction to the PROJECT Scheduler
- Report to the Executive Committee on PROJECT and independent project progress
- Develop quarterly reports on progress and percent complete

5. INTER-AGENCY COORDINATION

- Carry out communication per the Communication Plan
- Assure information moves agency to agency
- Monitor agency activities

6. QUALITY ASSURANCE

- Ensure consistency between independent projects
- Hold the Task Team members accountable for implementing the QA plan

7. TECHNICAL COORDINATION

- Recommend selection of consultants along with other interview panel members
- Direct the development of Task Orders
- Coordinate technical activities performed by the Task Teams

8. LEGAL REQUIREMENTS

- Develop format for RFPs and technical agreements
- Confirm that terms of agreements and contracts accomplish the purposes for which they are created

9. CONTRACT ADMINISTRATION

- Provide overall coordination and management as assigned by the Cooperative Agreements
- Monitor progress on the contracts based upon information compiled by the Project Controls staff
- Approve changes to the PROJECT scope, schedule and budget that remain within the approved scope and budget contingency within a specific PROJECT phase
- Review and recommend payment of invoices

10. AESTHETICS

- Coordinate aesthetics for the PROJECT

11. RISK MANAGEMENT

- Identify potential risk issues.
- Minimize scope, cost and schedule changes
- Develop contingency plans for scope, cost and schedule changes

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DATE: November 14, 2006
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Corridor Mobility Improvement Account (CMIA) Call for Projects

Background:

On July 12, 2006, the STA Board approved a list of priority projects to propose to be funded through the "Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006" (Proposition 1B). Among the bond act's categories is the Corridor Mobility Improvement Account (CMIA), which is intended to "provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians."

The STA Board approved the proposal of the following projects for the CMIA:

- I-80/I-680/SR 12 Interchange
- I-80 HOV Lane Project (Carquinez Bridge to I-505)
- SR 12 Jameson Canyon

The STA Board approved the proposal of these other highway projects as part of other Prop 1B programs:

- Cordelia Truck Scales Relocation (Trade Corridors Program)
- Rio Vista Bridge improvements (Local Bridge Seismic Retrofit Account)
- I-80 Pavement Rehabilitation (Highway safety, Rehab & Preservation Account)
- SR 12 Safety (Highway safety, Rehab & Preservation Account)
- SR 113 Safety (Highway safety, Rehab & Preservation Account)

Once Proposition 1B passed on November 7, 2006, the California Transportation Commission (CTC) passed the CMIA guidelines on November 8, 2006, which stipulates how projects will be selected. To include a project in the CMIA, the CTC must find that the project "improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment."

Discussion:

The Commission will adopt an initial CMIA program of projects by March 1, 2007. The initial CMIA program will include only projects that are nominated by Caltrans or by a regional agency no later than January 16, 2007. Caltrans has already requested project information sheets from the STA for specific Solano County projects:

- I-80 HOV Lane (WB Magazine St. to Carquinez Bridge)
- I-80 HOV Lane (EB and WB SR 37 to Carquinez Bridge)
- SR 12 Jameson Canyon Widening

STA Staff has been preparing CMIA applications for the Caltrans requested projects as well as the following projects:

- I-80/I-680/SR 12 Interchange, First Phase
- Cordelia Truck Scales Relocation, First Phase

STA Staff is recommending that the STA apply for CMIA funding for those five projects. Further details regarding the CMIA will be discussed at the Metropolitan Transportation Commission's (MTC's) Project Delivery Working Group on November 20, 2006.

Recommendation:

Forward a recommendation to the STA Board that the STA apply for CMIA funding for the following projects: I-80/I-680/SR 12 Interchange (First Phase), the Cordelia Truck Scales Relocation (First Phase), I-80 HOV Lane (WB Magazine St. to Carquinez Bridge), I-80 HOV Lane (EB and WB SR 37 to Carquinez Bridge), and SR 12 Jameson Canyon Widening.

Attachments:

- A. Final Mobility Improvement Account (CMIA) Guidelines
- B. Corridor Mobility Improvement Account (CMIA) applications

CALIFORNIA TRANSPORTATION COMMISSION
Corridor Mobility Improvement Account Program Guidelines
Adopted November 8, 2006

The Corridor Mobility Improvement Account (CMIA) presents a unique opportunity for the state's transportation community to provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians. The California Transportation Commission (CTC) will work in partnership and collaboration with Caltrans and regional agencies to identify, program, and deliver priority projects in key corridors that yield the mobility and connectivity benefits Californians expect, consistent with the following CMIA guidelines. In taking advantage of this opportunity, it is vital that the transportation community maintain the trust and confidence of those who have provided the wherewithal to implement this program. The transportation community can fulfill the promise of the CMIA program through strategic investments statewide, consistent with regional and state priorities, combined with a renewed focus on achieving and maintaining needed corridor mobility and continuity benefits, and through efficient and timely project delivery. The Commission recognizes that this program will require flexibility to implement, that no one strategy or approach will work equally well throughout the state, and that success can only be achieved when the Commission, Caltrans and regional agencies share equally in the commitment to implement these high priority corridor investments.

General Program Policy

1. Authority and purpose of CMIA guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system.

The Bond Act mandates that the Commission develop and adopt guidelines for the CMIA program, including regional programming targets, by December 1, 2006. It further mandates that the Commission allocate funds from the CMIA to projects after reviewing project nominations submitted by the Department of Transportation (Caltrans) and the same regional agencies that prepare regional transportation improvement programs (RTIPs) nominating projects for the state transportation improvement program (STIP).

The purpose of these guidelines is to identify the Commission's policy and expectations for the CMIA program and thus to provide guidance to Caltrans, regional agencies, and other project proponents and implementing agencies in carrying out their responsibilities under the program. The program is subject to the provisions of the Bond Act, in particular subdivision (a) of Section 8879.23 of the Government Code, and these guidelines are not intended to preclude any project

nomination or any project selection that is consistent with the Bond Act. The Commission cannot anticipate all circumstances that may arise in the course of program implementation, and the Commission may find it appropriate to make exceptions to any provision in these guidelines or to revise or adapt its policies as issues arise in program implementation.

2. CMIA Program Intent. In selecting projects for funding under the CMIA program, the Commission intends to balance the following three general mandates provided in the Bond Act:
 - a. Mobility improvement and other project benefits. The basic CMIA policy objective is to improve performance on highly congested travel corridors. Improvements may be on the state highway system or on major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors. To include a project in the CMIA program, the Commission must find that it “improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.”
 - b. Geographic balance between regions. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program is geographically balanced, consistent with the north/south split that applies to the STIP (40% north, 60% south), and to find that it “provides mobility improvements in highly traveled or highly congested corridors in all regions of California.”
 - c. Early delivery. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program targets funding “to provide the mobility benefit in the earliest possible timeframe.” It also mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction or implementation no later than December 31, 2012.
3. Urban and Interregional Corridors. In selecting projects for funding under the CMIA program, the Commission intends also to balance improvements to mobility in highly congested urban corridors and improvements to mobility and connectivity in interregional state highway corridors. The Commission expects to evaluate urban corridor and interregional corridor improvements separately. The Commission expects that CMIA program improvements outside urbanized areas will be focused primarily, but not exclusively, on the focus routes identified by Caltrans in its Interregional Transportation Strategic Plan (ITSP), as presented to the Commission in 1998. **However, this statement of intent does not exclude the**

nomination and consideration of any project eligible for funding under the program.

4. **Evaluation of Project Benefits.** The Commission intends to give priority to those projects that provide the greatest benefit in relationship to project cost, as demonstrated by a project nomination and supporting documents. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) developed and in use by Caltrans. This model includes measures of annual travel time savings and annual safety benefits (reduced injury and fatality rates) in the corridor. The model, however, is but one measure of benefits, and the Commission will also consider other assessments of time savings, safety benefits, quantifiable air quality benefits, and other benefits identified in the project nominations. The Commission's evaluation of project cost effectiveness will be based on the full cost of construction and right-of-way, including engineering costs, without regard for the sources of funding that may be used to meet those costs.
5. **Local Funding Contribution.** The Commission intends also to consider the contribution of local funding in the selection of projects for CMIA funding. The Commission's expectation of local funding may increase with the size of the project, the share of local traffic in the corridor, and the ability of the regional agency or a local implementing agency to contribute funding to the project.
6. **Project eligibility.** Under the Bond Act, a CMIA project must be on the state highway system or on a major access route to the state highway system on the local road system. The Commission must also find that:
 - The project either (1) reduces travel time or delay, (2) improves connectivity of the state highway system between rural, suburban, and urban areas, or (3) improves the operation or safety of a highway or road segment.
 - The project improves access to jobs, housing, markets, and commerce.
 - The project can commence construction no later than December 31, 2012.

Under the Bond Act, the Commission may not program a project unless it is nominated by either or both Caltrans and a regional agency. Projects will be programmed according to the same project components used for the STIP—(1) environmental and permits, (2) plans, specifications, and estimates, (3) right-of-way, and (4) construction.

The Commission's general expectation is that each CMIA project will have a full funding commitment through construction, either from the CMIA alone or from a combination of CMIA and other state, local, or federal funds.

The Commission expects the CMIA program to include, though not necessarily be limited to:

- Traffic system management elements, including traffic detection equipment.

- Ramp metering and other operational improvements.
- New traffic lanes to add capacity.
- New or improved alignments for access control, including the conversion of conventional highways to expressway or expressways to freeways.

The Commission expects the inclusion of an interchange project in the CMIA program to be based on the contribution of the interchange to the improvement of traffic flow in a highly congested urban corridor or to the provision of new access control in an interregional corridor.

7. Corridor system management plan. The Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. For urban corridor capacity improvements, the Commission intends to give priority to projects where there is a corridor system management plan in place to preserve corridor mobility or where there is a documented regional and local commitment to the development and effective implementation of a corridor system management plan, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate. Development of a corridor system management plan may occur simultaneously with project implementation, as described in the project nomination.

The capital cost of traffic detection equipment and other elements of a congestion management plan may be included in the cost of an improvement project to be funded from the CMIA. Where they are included in the project nomination, the Commission may require the installation of traffic detection equipment and the implementation of other elements of a congestion management plan as a part of the project approved for CMIA funding.

8. Other funding sources. The Commission recognizes the important funding role that regional agencies play in implementing projects on the state system. The Commission may find it appropriate to develop full funding commitments to CMIA projects that take into consideration additional investments already made, or to be made, by agencies to enhance corridor mobility and connectivity.

However, as a matter of general policy, the Commission does not intend to program CMIA funding to replace funding already programmed in the STIP, including funding from other sources identified in the STIP as providing the full funding commitment for a STIP project component. The Commission may make an exception if it finds that replacing funds already programmed would further the objectives of the CMIA program.

The Commission does not intend generally to program CMIA funding to cover cost increases for project components already programmed in the STIP. The Commission's general expectation is that STIP project cost increases will be

covered from the STIP, including other sources already identified as providing the full funding commitment for the STIP project. However, the Commission may make an exception if it finds that there is no reasonable funding alternative and that covering the cost increase with CMIA funding would further the objectives of the CMIA program.

In selecting projects for CMIA funding, the Commission may also consider the availability and appropriateness of funding for the project from other Bond Act programs.

Project Nomination and Selection Process

9. **Initial Program.** The Commission will adopt an initial CMIA program of projects by March 1, 2007. The initial CMIA program will include only projects that are nominated by Caltrans or by a regional agency no later than January 16, 2007. Between March 1, 2007 and the adoption of the first program update (in conjunction with the 2008 STIP), the Commission may amend the initial CMIA program, but will do so only for projects that were nominated for the initial program by January 16, 2007. The consideration of programming for projects not nominated for the initial program will await the first full program update in 2008.
10. **Program Updates.** The Commission intends to program CMIA funds as soon as possible, consistent with the objectives and statutory mandates of the program. If a portion of the \$4.5 billion authorized for the program remains unprogrammed, the Commission will adopt an update to the CMIA program biennially in conjunction with the development and adoption of the biennial STIP. Each program update will be adopted no later than the date of adoption for the STIP and will include only projects that are nominated by Caltrans or by a regional agency no later than the date on which regional transportation improvement programs nominating projects for the STIP are due.
11. **Project nominations.** Project nominations and their supporting documentation will form the primary basis for the Commission's CMIA program project selection. Under the Bond Act, all projects nominated to the Commission for CMIA funds shall be included in a regional transportation plan. Each project nomination should include:
 - A cover letter with signature authorizing and approving the nomination.
 - A project fact sheet (see Appendix A) that describes the project scope, cost, funding plan, project delivery milestones, and major benefits.
 - A brief narrative (1-3 pages) that provides:
 - A description of the travel corridor and its function, and how the project would improve mobility, reliability, safety, and connectivity within the corridor.

- A description of project benefits, including how the project would improve travel times or reduce the number of daily vehicle hours of delay, improve the connectivity of the state highway system between areas, or improve the safety of a highway or roadway segment. The description should also include air quality benefits and other benefits. To the extent possible, the narrative should quantify project benefits and cite documentation, including environmental documents, in support of any estimates of project benefits.
 - A description of how the project would improve access to jobs, housing, markets, and commerce.
 - A description of the risks inherent in the nomination's estimates of project cost, schedule, and benefit.
 - A description of the corridor management approach to preserving project mobility gains, which may include the corridor system management plan or the commitment of regional and local agencies to develop and implement a plan.
- A project benefit/cost analysis input sheet (see Appendix B).
 - Documentation of the basis for the costs, benefits and schedules cited in the project nomination. As appropriate and available, the documentation should include the project study report, the environmental document, the corridor system management plan or documentation of the commitment to the development and implementation of a plan, the regional transportation plan, and any other studies and analyses that provide documentation regarding the quantitative and qualitative measures validating the project's consistency with CMIA program objectives.

If the nomination includes CMIA funding to replace other funding for a STIP project component or funding to cover a STIP project cost increase, the narrative should also include a description of how the proposed CMIA funding would further the objectives of the CMIA program.

An agency may nominate a project by submitting an endorsement of a nomination submitted by another agency without submitting a duplicate nomination package and documentation.

An agency that submits or endorses project nominations for more than one project should also identify its project funding priorities and the basis for those priorities.

12. Project Cost Estimates. All cost estimates cited in the project fact sheet and in the benefit/cost analysis input sheet will be escalated to the year of proposed delivery. For projects on the state highway system, only cost estimates approved by the Director of Transportation or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost

estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

13. Submittal of Project Nominations. For the initial program, the Commission will consider only projects for which a nomination and supporting documentation are **received in the Commission office by 5:00 p.m., January 16, 2007, in hard copy.** A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Where the project is to be implemented by an agency other than Caltrans or the regional agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, the narrative description, and the benefit/cost analysis input sheet, together with two copies of all supporting documentation.

All nomination materials should be addressed or delivered to:

John Barna, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

14. Cost and Delivery Commitments and Expectations. Because estimated project costs and delivery dates are important elements of project evaluation and selection for the CMIA program, the Commission will actively monitor project development and will reevaluate projects as costs and delivery dates may change.

The standards for project programming and project readiness for allocation will be the same as for the STIP. Project components will be programmed for a particular dollar amount in a particular fiscal year, corresponding to the fiscal year when construction (or other component implementation) is to begin.

If the estimated cost for a project increases or if a project fails to meet a project delivery milestone, the Commission will expect Caltrans or the regional agency to report on its plan to bring the project within cost and schedule or to revise the project's funding plan and schedule. The Commission may amend the project's CMIA programming accordingly. If the Commission finds that, as a result of cost increases or schedule delays, the project is either no longer fundable or no longer competitive in terms of cost effectiveness, the Commission may delete the project from the CMIA program. The Commission's intent, however, is to work with Caltrans and regional and local implementing agencies to see that projects proceed to construction.

An implementing agency may identify a project cost increase or delay at any time and request an amendment of the project's programming. With each biennial program update, every project in the program will be reevaluated for cost and delivery schedule.

15. Quarterly CMIA Delivery Report. Commission staff, in cooperation with the Caltrans, regional agencies and local implementing agencies, will report to the Commission each quarter on the status of each project in the CMIA program. The report will identify progress against delivery milestones and any changes in project costs or schedules that may require amendment of the CMIA program.

Regional Programming Targets

16. Intent for Targets. The Bond Act calls for the Commission's guidelines to include "regional programming targets," though it does not specify how the targets are to be used or how they are to be determined. The Commission's intent is that target amounts be provided only as general guidance to Caltrans and regional agencies for carrying out their responsibilities in making project nominations. **The targets do not constitute an allocation, a guarantee, a minimum, or a limit on programming in any particular county or region of the state.**

For this purpose and in consultation with regional agencies, the Commission has defined the following broad regions of the state for use in establishing regional programming targets:

- San Diego County;
- Southern California, to include the six counties of the Southern California Association of Governments (SCAG);
- Eastern Sierra, to include Inyo and Mono counties;
- Central Coast, to include the five counties of Caltrans District 5;
- San Joaquin Valley, include the thirteen counties of Caltrans Districts 6 and 10;
- San Francisco Bay Area, to include the nine counties of the Metropolitan Transportation Commission (MTC);
- Sacramento Valley, to include the ten counties of Caltrans District 3, excluding Glenn County; and
- North State, to include the remaining twelve counties, including Glenn County and Caltrans Districts 1 and 2.

Each regional agency is permitted to make its own project nominations and to identify its own priorities for the Commission. However, the Commission welcomes and encourages the development of joint priorities and proposals from the nominating agencies located within each of these broader regions or between regions. The Commission encourages the two regions that include counties in both the north and south (San Joaquin Valley and Central Coast) to develop their priorities and proposals without regard to the north/south split.

17. Regional Programming Targets. The Commission is providing regional programming targets for the CMIA program, intended as general guidance only. **The targets are neither minimums nor maximums. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular area of the state. The only geographic constraints on the Commission's programming are that, over the life of the CMIA program, the program must be consistent with the north/south split and it must provide mobility improvements in each of the target regions.**

CMIA Regional Programming Targets (Range, in \$ millions)		
	Low	High
Urban Corridors		
Sacramento Valley	\$ 82	\$ 197
San Francisco Bay Area (MTC)	342	821
San Joaquin Valley	93	222
Southern California (SCAG)	901	2,162
San Diego	157	377
Subtotal, urban	\$1,575	\$3,780
Interregional Corridors		
North State	\$ 202	\$ 486
Sacramento Valley	46	110
San Francisco Bay Area (MTC)	24	58
Central Coast	54	130
San Joaquin Valley	241	578
Eastern Sierra	15	36
Southern California (SCAG)	88	211
San Diego	5	11
Subtotal, interregional	\$ 675	\$1,620
Total	\$2,250	\$5,400

The factors used to determine targets were population for urbanized areas over 200,000 and deficient mileage identified by Caltrans for state highway focus routes. **The use of these factors, however, does not prescribe or limit where projects may be proposed by any agency or where they may be selected by the Commission.**

Allocations and Amendments

18. Allocations from the CMIA. The Commission will consider the allocation of funds from the CMIA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination of the availability of appropriated CMIA funds. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included

in the adopted CMIA program, and the project has the required environmental clearance.

19. CMIA Program Amendments. Caltrans and regional agencies may request CMIA program amendments and the Commission will approve amendments in the same manner as for STIP amendments, except that:
- CMIA program amendments will not add new projects that were not included in the nominations for the initial program or the current biennial update.
 - CMIA program amendments may amend projects at any time, including projects programmed for the current fiscal year.
 - CMIA program amendments need only appear on the agenda published 10 days in advance of the Commission meeting. They do not require the 30-day notice that applies to STIP amendments. However, the Commission will not act on program amendments with less than a 30-day notice without agreement from all project funding partners.
 - The Commission may initiate a CMIA program amendment to delete a project, or to revise its scope, cost, or schedule, after a review of the progress of project delivery.

Where the Commission finds that a project nomination is insufficiently developed or documented to support inclusion in the program, it may invite the nominating agency to resubmit the nomination for later amendment into the program.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:		Fact Sheet Date:	
Contact Person			
Phone Number		Fax Number	
Email Address			

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts	Senate:			Congressional:			
	Assembly:						
Implementing Agency (by component)	PA&ED:			PS&E:			
	R/W:			CON:			
Project Title							

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Description of Major Project Benefits

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete	
Notice of Preparation	Document Type:
Begin Circulation of Draft Environmental Document	
Final Approval of Environmental Document	
Completion of plans, specifications, and estimates	
Right-of-way certification	
Ready for advertisement	
Construction contract award	
Construction contract acceptance	

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.cate.ca.gov/>

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	0-Jan-00
County	CT District	PRNO*	EA*	Region/MPO/TIP ID*	
0	0	0	0	0	
Project Title: 0					

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTP/MPO

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

Date: 0-Jan-00

County	CT District	PPNO	EA	Region/MPO/TIP ID
0	0	0	0	0
Project Title	0			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

**CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET**

Region/District: County:

Route: EA:

Describe Project:

Post mile: PPNO:

PROJECT DATA

Type of Project	Enter "X"
Hwy Capacity Expansion	<input type="text"/>
Operational Improvement	<input type="text"/>
Transp MGMT System (TMS)	<input type="text"/>
Other (describe: _____)	<input type="text"/>
Project Location (1 = So. Cal., 2 = No. Cal., or 3 = rural)	<input type="text"/>
Length of Construction Period	<input type="text"/> years
Duration of Peak Period (AM+PM)	<input type="text"/> hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility		
		Count (No.)
Fatal Accidents	<input type="text"/>	<input type="text"/>
Injury Accidents	<input type="text"/>	<input type="text"/>
Property Damage Only (PDO) Accidents	<input type="text"/>	<input type="text"/>
Statewide Average for Highway Classification		
	w/o Project	w/ Project
Accident Rate (per mil. veh-miles)	<input type="text"/>	<input type="text"/>
% Fatal Accidents	<input type="text"/>	<input type="text"/>
% Injury Accidents	<input type="text"/>	<input type="text"/>

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design			
	w/o Project	w/ Project	HOV Restriction
Number of General Traffic Lanes	<input type="text"/>	<input type="text"/>	
Number of HOV Lanes	<input type="text"/>	<input type="text"/>	
Highway Free-Flow Speed (in mph)	<input type="text"/>	<input type="text"/>	(2 or 3)
Project Length (in miles)	<input type="text"/>	<input type="text"/>	

Average Daily Traffic		
	w/o Project	w/ Project
Current	<input type="text"/>	<input type="text"/>
Forecast (20 years after construction)	<input type="text"/>	<input type="text"/>
Average Hourly HOV Traffic (if HOV lanes)	<input type="text"/>	<input type="text"/>
Percent Trucks (include RVs, if applicable)	<input type="text"/>	<input type="text"/>
Truck Speed (if passing lane project)	<input type="text"/>	<input type="text"/>

TOTAL PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
2007-08	\$ <input type="text"/>
2008-09	\$ <input type="text"/>
2009-10	\$ <input type="text"/>
2010-11	\$ <input type="text"/>
2011-12	\$ <input type="text"/>
2012-13	\$ <input type="text"/>

COMMENTS: _____

Prepared by: _____ Phone No: _____ E-Mail: _____

CONTACT: Mahmoud Mahdavi 916-653-9525 mahmoud_mahdavi@dot.ca.gov FAX: 916-653-1447

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Solano County Priority Infrastructure Bond Eligible Projects

Summary

The following projects are described in this collection of materials:

- **I-80/I-680/SR 12 Interchange Project, Phase A**
- **I-80 Westbound High Occupancy Vehicle (HOV) Lane**
(Carquinez Bridge to Magazine St)
- **I-80 Westbound and Eastbound HOV Lanes**
(Carquinez Bridge to State Route 37)
- **State Route 12, Jameson Canyon Widening Project**
- **Cordelia Truck Scales Relocation Project, first phase**
(Ensuring I-80 Corridor goods movement reliability)

Summaries, fact sheets, project cost estimates, diagrams, and statistics have been summarized for each project. These projects were selected between the STA's adopted priority projects and what is eligible and most competitive for Corridor Mobility Improvement Account (CMIA) Prop 1B Infrastructure Bond funding.

Questions regarding the information contained in these materials should be referred to:

Janet Adams
Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
(707) 424-6075
Jadams@sta-snci.com

Included Documentation

Project Study Report (PSR) and PSR Equivalent documents:

- Supplemental Project Study Report: 04-SOL-80-KP 1.1/3.1 (PM 0.7/1.9), 04-219-2a000K, HB4C, 2005
- Project Study Report: 04-SOL-80-KP 1.8/3.1 (PM 1.1/1.9), 04-219-2A000K, HB4C, 2004
- I-80/I-680/I-780 Major Investment and Corridor Study, 2004

Other supporting documentation:

- Cordelia Truck Scales Relocation Study, 2005
- Solano Travel Safety Plan, 2005

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

Unfunded need:
\$200 million

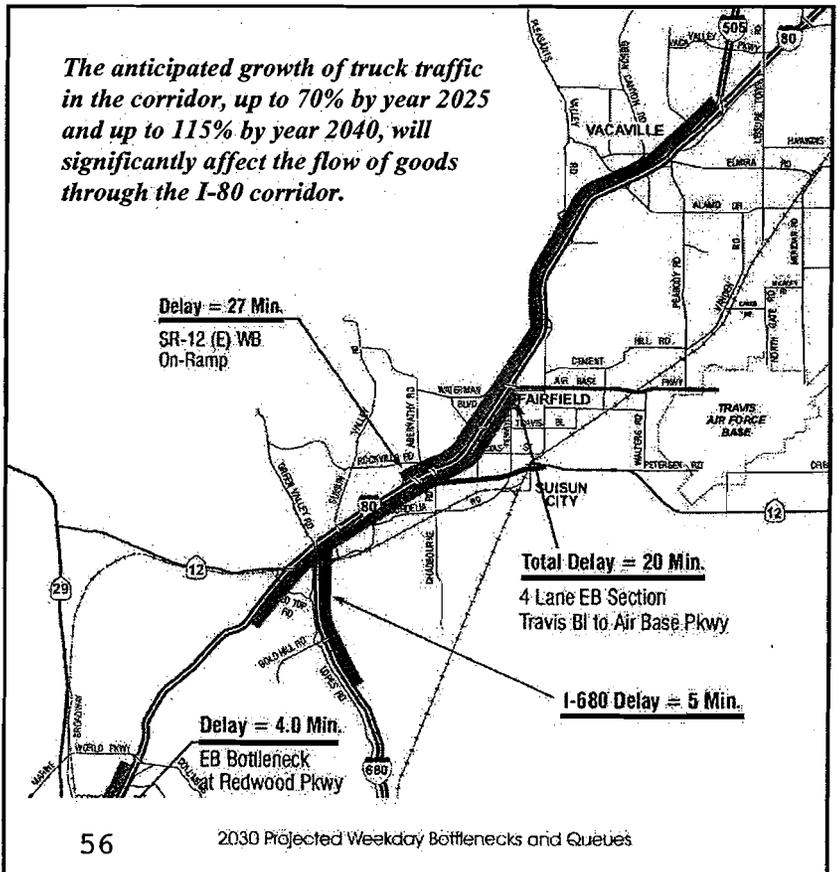
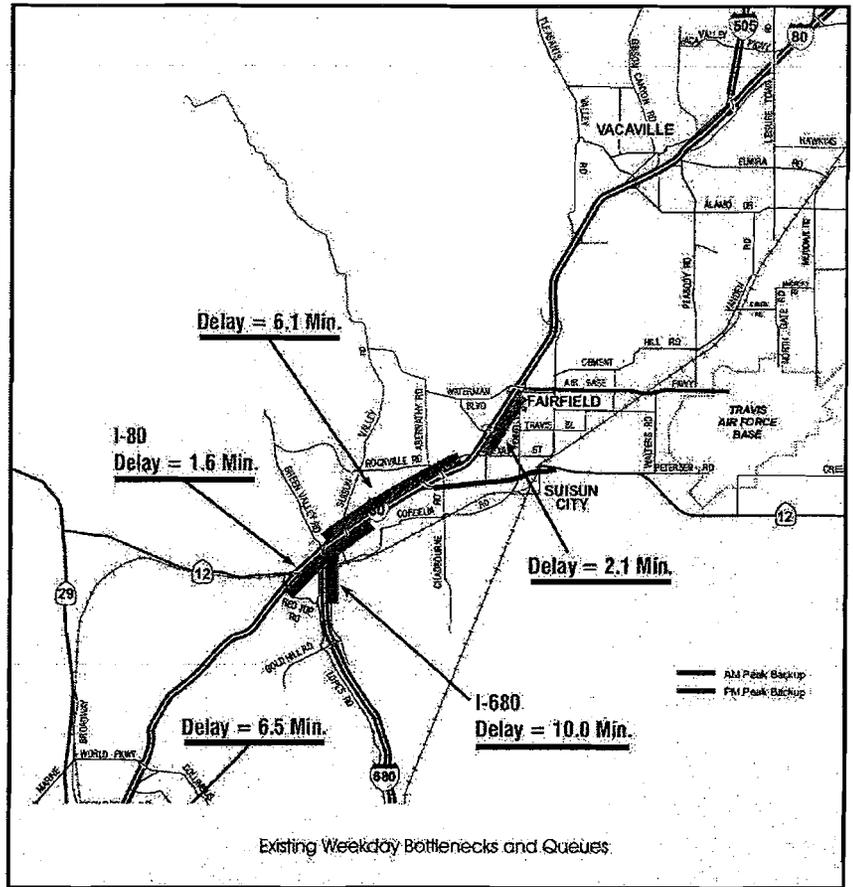
Project Narrative

Background: I-80 Travel Corridor

I-80 is a major transcontinental highway route, typically six to eight lanes, extending well beyond Solano County, connecting the metropolitan areas of San Francisco and Sacramento. There are no other major parallel routes to I-80 in this region.

The 1998 Interregional Transportation Strategic Plan (ITSP) designates I-80 as a "High Emphasis" route, and is a priority for programming and construction to minimum facility standards over the next 20-years.

The corridor functions as an essential commuter route within the San Francisco Bay Area, connecting workers in Solano County with jobs in neighboring Contra Costa, Alameda, and San Francisco counties. It provides an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions, and is a primary truck route connecting the Port of Oakland to points east and north. The corridor's regional significance is demonstrated by its high percentage of inter-county travel. It is also of significance to the economic health of the State of California because of its critical function as a truck route—facilitating goods distribution throughout the western U.S. This section of I-80 is also a designated "Lifeline Highway Route".



Tremendous growth in the region has resulted in substantial increases in regional traffic passing through the interchange area, as well as substantial changes in the land uses immediately surrounding the interchange. The corridor currently serves approximately 160,000 vehicles per day and are projected to grow to 250,000 vehicles by 2035 (a 56% increase in demand).

In addition to the interchange's importance to commuter and regional travel, it houses a pair of regional truck scale facilities. This placement of the truck scales is ideal for monitoring and enforcing truck weight and safety requirements because it provides an opportunity to monitor truck traffic on three routes (I-80, I-680, and SR-12) with a single facility. Trucks must exit and then re-enter the freeway after inspection at the truck scales facility within the I-80/I-680/SR-12 interchange area. The exiting and entering of a large volume of trucks creates a severe weaving problem, which is made worse by the size, limited maneuverability, and lower speeds of large trucks. The volume of trucks that need to be weighed and inspected has increased dramatically since the 1960s, and is expected to increase from 11,800 per day in 2003 to 25,300 per day (115%) in 2040.

The congestion and frequent delays on the freeway system encourage some motorists to exit the freeway at local interchanges and to use local surface streets to bypass the congestion. Most notable is the amount of traffic using local streets to bypass the extreme congestion experienced at the transition from northbound I-680 to eastbound I-80.

It is estimated that up to 1,450 vehicles (PM peak hour) currently divert from the northbound I-680 to eastbound I-80 connector to alternate routes and re-enter eastbound I-80 or eastbound SR-12 at locations east of the bottleneck location. This cut-through traffic creates a series of problems along the local street system.

The proposed project is intended to address numerous existing and future traffic-related problems in the vicinity of the project, related to the above functions. The purpose of the proposed project is to:

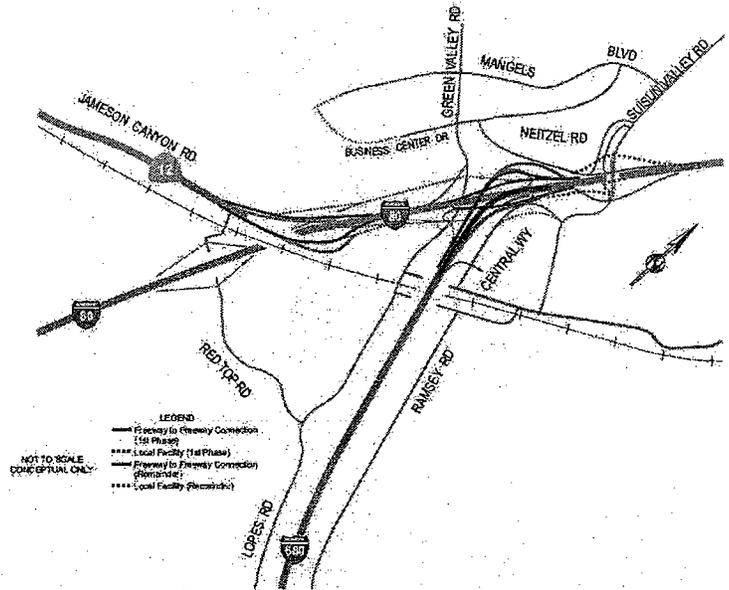
1. *Increase the capacity of the interchange complex to accommodate current and future traffic volumes (including trucks) by **improving operations and reducing conflicts with improved mainline and interchange geometrics.***
2. *Reduce the amount of cut-through traffic on local roads while maintaining local access to and from the freeway system by **simplifying and streamlining the circuitous existing local road network.***
3. *Improve safety conditions within the project limits by **reducing congestion and weaving conflicts with improved mainline and interchange geometrics.***

Project Description

The entire I-80/I-680/SR 12 interchange project is estimated to cost over \$1.2 billion, while the first phases of the project can be implemented sooner and for considerably less. Two sets of alternatives (drawn in green below) are currently being considered as part of the first deliverable phase of the I-80/I-680/SR 12 interchange project:

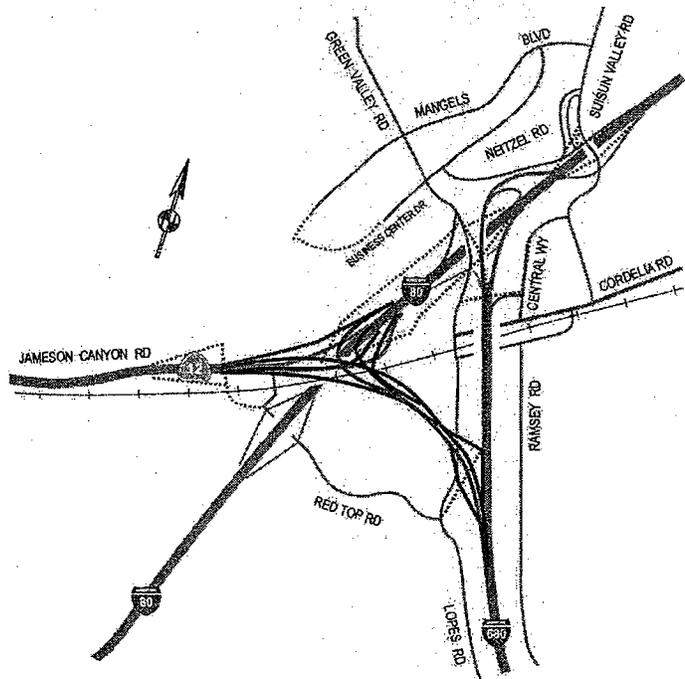
East of I-680, Alternative B - Eastbound I-80 from I-680 to Suisun Valley Road

- Realign Central Way to accommodate widened Interchange
- Construct NB 680 to EB 80 connector ramp and 80 to Suisun Valley Road Ramp Braid
- Reconstruct Suisun Valley Road Interchange both the overcrossing and ramps



West of I-680, Alternative C - Westbound I-80 from Suisun Valley Road overcrossing to Red Top Rd.

- Construct WB 80 to SB 680 Connector Ramp
- Construct WB 80 to WB 12 Connector Ramp
- Construct Green Valley entrance ramp to WB 80



Funded Project Elements

Solano County has already made considerable investments in the I-80/I-680/SR 12 interchange project. \$100 million in Regional Measure 2 funds have helped to fund the East & Central Segments of the North Connector Project and the I-80 HOV Lanes Project (Red Top Road to Air Base Parkway). TCRP, STIP, and local funding sources have completely funded these two pieces of the I-80/I-680/SR12 Interchange project elements.

I-80/I-680/SR12 Interchange Project Elements	Total Project Cost	Funding Available
I-80 HOV Lane (Red Top Rd to Air Base Parkway)	\$ 80,000,000	\$80,000,000
North Connector Project		
East & Central Segment	\$ 30,000,000	\$30,000,000
West Segment	\$ 34,000,000	To be determined
Cordelia Truck Scales Relocation	\$ 300,000,000	(Possible Trade Corridor Improvement Account funds)
Phase A Improvements	\$ 200,000,000	Application for CMA funds
Remaining Phases	\$585,000,000	To be determined
TOTAL	\$1,200,000,000	

Mobility and Reliability

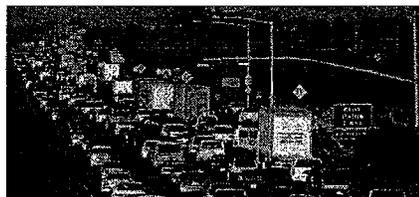
While the project has not yet identified a “preferred” build alternative, it is expected that two alternatives will be carried forward for study in the Environmental Document. Both of these would improve operations by providing improved roadway geometrics on the mainline and at interchanges.

The proposed improvements are expected to reduce vehicle hours traveled in the corridor by about 35,000 per day (28%) in 2035. These improvements are also expected to reduce vehicle hours of delay in the corridor by about 15,000 per day (46%) in 2035. Travel speed in the central part of the corridor (I-80 near the truck scales) is expected to improve from 8 mph to 22 mph in the AM peak hour, westbound, and from 4 mph to 12 mph in the PM peak hour, eastbound.

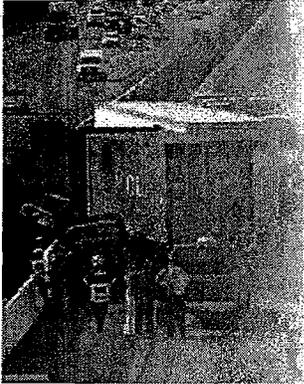
Today, many regional trips divert onto the local network due to freeway congestion, while a significant number of local trips are forced to use the regional system due to a lack of connectivity. The proposed build alternatives also provide for improvements at intersections and along the local road network in order to maintain access to and from the freeway and to reduce cut-through traffic. The improvements in overall connectivity should help reinforce use of the regional interstate system for regional trips, and the local system for local trips. Also, because the local roadways in the vicinity of the interchange area serve as emergency vehicle routes for the local neighborhoods, an improvement to the local network would likely reduce emergency response times.



The approximately 8.7 mile long corridor’s peak directions are westbound on I-80 in the morning, and eastbound on I-80 in the afternoon. Currently, the afternoon peak hour is more congested than the morning peak hour. The peak hour, peak direction travel time is approximately 11 minutes in the AM peak hour and 16 minutes in the PM peak hour (3). In 2035, the No Project peak hour travel times are projected to be 15.5 minutes in the AM peak hour and 26 minutes in the PM peak hour (1). These are increases of 40 percent and 63 percent, respectively. Shoulder hour delays would increase by an even greater percentage, due to the shifting of demand to outside the peak hours.



Safety



Accident rates near the truck scales and I-80/I-680/SR 12 interchange area are 23% higher than the statewide average for similar facilities. According to data provided by Caltrans for the period between January 2001 and December 2003 (a 36-month period), I-80 near the truck scales and I-80/I-680/SR 12 interchange experienced a total accident rate (total number of accidents including fatal and injury accidents) of 1.13 accidents per million vehicle-miles traveled. This compares to the statewide average of 0.92 accidents per million vehicle-miles traveled, for similar facilities. In addition, on SR 12 within the project limits, the total accident rate for the same three-year period was 1.43, as compared to 1.34 for similar facilities. A more detailed review of all freeway segments, ramp junctions, and SR 12 intersections within the project limits shows that over half these facilities have accident rates higher than the statewide average for similar facilities.

Connectivity and Access to Jobs

The I-80/I-680/SR-12 interchange is vital to the mobility of both the local area and the entire northern California region, as it serves a multitude of destinations. Recent traffic data shows that approximately 16,000 vehicles enter the project area during each morning and evening peak-hour period. This corresponds to an estimated 160,000 vehicles currently passing through this critical junction each weekday. The number of vehicles passing through the project area is expected to grow substantially over the next 25-30 years. The Solano-Napa Travel Demand Model, which is consistent with Association of Bay Area Governments (ABAG) projections, projects a 43% growth in households and 58% growth in employees within the two counties over the next 30 years.

The average annual traffic growth rate of approximately 2 percent that is projected over the next 30 years is consistent with the historic growth rate over the last twenty years. The resulting projected growth in traffic within the project area ranges from nearly 23,000 vehicles in the morning peak hour to 26,000 in the afternoon peak hour, by 2035. These peak hour forecasts correspond to an estimate of more than 250,000 vehicles traveling through the interchange each weekday by 2035.

The I-80/I-680/SR-12 interchange is also a critical corridor for local and regional commute travel. Over the past ten years, commute travel through the area has increased substantially in response to the growing Bay Area economy and expansion of employment centers, which has pushed commuters further east as they search for affordable housing. By 2035, commute traffic is projected to constitute between 40% and 75% of the total number of vehicles traveling through the project area.

By improving travel time and congestion, and reducing the annual hours of delay in the corridor, the project will provide a better connection between jobs and housing. By improving local connectivity—and thereby reinforcing appropriate use of the local road network for local trips—access to markets will be improved and commerce will be more efficient.

Project estimate risks

The project is in the Environmental Document phase. Therefore, the risks that have been identified as potentially most significant are the unknowns regarding construction costs and potential environmental mitigations. To manage this risk, the project estimate includes a 30% contingency in addition to many conservative assumptions and additional line items to account for likely/possible costs.

Project Benefit/Cost Analysis

The data is taken from (1) the Draft Final Tier 2 Alternatives Screening Matrix, (2) the Draft Purpose and Need Statement, (3) the Final Technical Memorandum: Existing Weekday Traffic Operating Conditions, and (4) the Final Technical Memorandum: Design Year 2035 Demand Forecasts at Project Gateways (July 14, 2006). These sources are noted in parentheses, below, for reference.

A. Reduction in Daily Vehicle-Hours of Delay

Currently, the project corridor experiences 9,050 vehicle-hours of delay during the three-hour morning and three-hour afternoon commute periods, combined (3). Thus, there are at a minimum 9,050 daily vehicle-hours of delay, since congestion is currently typically limited to the three-hour commute periods. In 2035 without the project, the two three-hour commute periods are projected to induce 29,000 vehicle-hours of delay, with daily delays expected to be substantially higher due to peak period spreading (1). However, at a minimum, this delay increase represents a 220 percent increase in daily delay to drivers.

Preliminary evaluation of project alternatives indicates that the projected daily delays in 2035 could be reduced to 15,500 vehicle-hours, a reduction of about 50 percent from the No Project condition (1). The alternatives are still under development, and detailed traffic operations analysis has not yet been performed. It is hoped that these steps will lead to even greater delay savings for the chosen project alternative.

B. Reduction in Peak Hour Travel Time

The approximately 8.7 mile long corridor's peak directions are westbound on I-80 in the morning, and eastbound on I-80 in the afternoon. Currently, the afternoon peak hour is more congested than the morning peak hour. The peak hour, peak direction travel time is approximately 11 minutes in the AM peak hour and 16 minutes in the PM peak hour (3). In 2035, the No Project peak hour travel times are projected to be 15.5 minutes in the AM peak hour and 26 minutes in the PM peak hour (1). These are increases of 40 percent and 63 percent, respectively. Shoulder hour delays would increase by an even greater percentage, due to the shifting of demand to outside the peak hours.

Preliminary evaluation of project alternatives indicates that the projected peak hour travel times in 2035 could be reduced to 12 minutes in the morning, and 18 minutes in the afternoon peak hour. These are reductions of 20 percent and 30 percent, respectively, relative to the No Project condition. The alternatives are still under development, and detailed traffic operations analysis has not yet been performed. It is hoped that these steps will lead to even greater travel time savings for the chosen project alternative.

C. Expected Safety Improvement

One of the project's purposes is to improve safety in the corridor. Accident rates within the project area are substantially higher than the statewide average for similar facilities. According to data provided by Caltrans for the period between January 2001 and December 2003 (a 36-month period), I-80 within the project limits experienced a total accident rate (total number of accidents including fatal and injury accidents) of 1.13 accidents per million vehicle-miles traveled. This compares to the statewide average of 0.92 accidents per million vehicle-miles traveled, for similar facilities. In addition, on SR 12 within the project limits, the total accident rate for the same three-year period was 1.43, as compared to 1.34 for similar facilities. A more detailed review of all freeway segments, ramp junctions, and SR 12 intersections within the project limits shows that over half these facilities have accident rates higher than the statewide average for similar facilities (2).

The number of accidents is expected to grow as travel demand, truck volumes accessing the truck scales in the corridor, weaving volumes, and congestion grow to the design year (2035). The total daily travel demand entering the project limits is projected to grow from approximately 145,000 vehicles to 260,000 vehicles by 2035, an increase of 80 percent (4). Truck volumes, which constitute 5 percent of the current total daily traffic volume, are projected to grow from the current 11,800 trucks per day to 25,300 trucks per day in 35 years, a 115 percent increase (2). Currently, the high volume of trucks exiting and re-entering I-80 at the truck scales facility results in truck queues in the outside mainline lane during the PM peak period. The Solano Transportation Authority, Caltrans, and the CHP have recognized the need to reconstruct the scales to accommodate the current and projected volumes of truck traffic; new scales within the interchange area are planned to process up to 1,000 trucks per hour. The interchange capacity must increase correspondingly to accommodate the increased truck processing rate.

The project is intended to minimize the growth in accidents by better accommodating the volumes at major weave points, merge and diverge points (especially at the truck scales ramps), and reducing the extent and duration of vehicle queues in the mainline lanes, relative to the No Project condition.

D. Improvement to System Connectivity

One of the project's key purposes is to provide adequate regional and local circulation capacity within the project limits. Currently, congestion on I-80, I-680, and SR 12 leads to some regional trips diverting to local roadways within the project area; conversely, congestion limits the ability of trips with local origins or destinations to access the system. The interchange project will reduce projected future congestion, making the regional freeway system more accessible for both regional through-trips, and regional trips with local origins or destinations. To better serve local trips, the North Connector project is also being planned; this project will extend from SR 12 East (via Abernathy Road) to Red Top Road at SR 12 West, and will provide an improved non-freeway route for these local trips. This project was originally a component of the interchange project, and was pulled out as a separate project to allow early implementation.

WB I-80 High Occupancy Vehicle (HOV) Lane (Magazine Street to Carquinez Bridge)

Project Cost: \$20 million

Project Narrative

Background: I-80 Travel Corridor

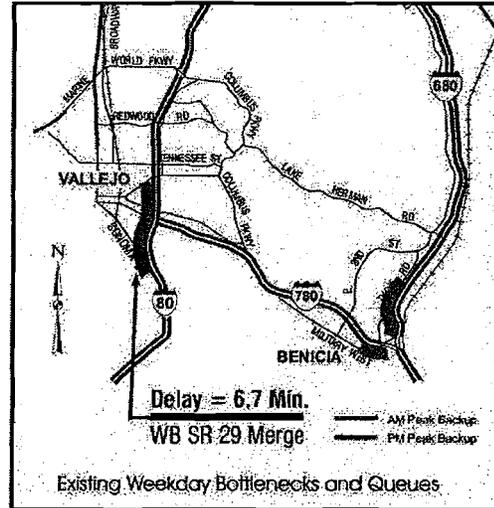
I-80 is a major transcontinental highway route, typically six to eight lanes, extending well beyond Solano County, connecting the metropolitan areas of San Francisco and Sacramento. There are no other major parallel routes to I-80 in this region.

The 1998 Interregional Transportation Strategic Plan (ITSP) designates I-80 as a "High Emphasis" route, and is a priority for programming and construction to minimum facility standards over the next 20 years.

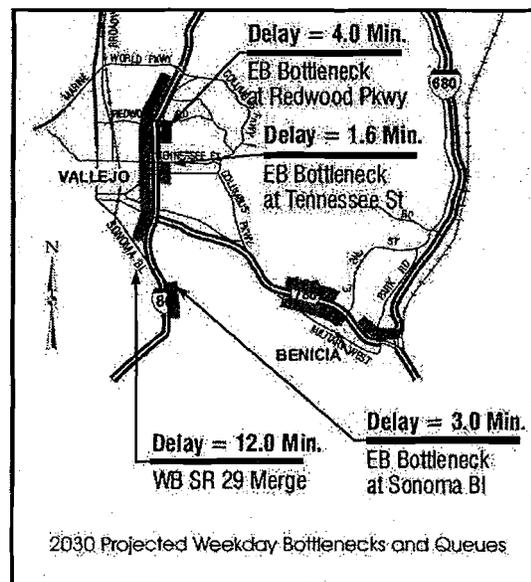
At the Carquinez Bridge, I-80 serves approximately 120,000 daily trips with about 8,000 occurring in the peak hour. Truck traffic on I-80 normally comprises six to eight percent of total daily travel; however, truck traffic on I-80 can be as low as five percent and as high as 13.5 percent, depending on the location. Truck traffic is expected to grow by 70 percent over the next 20 years, primarily due to significant expansion of container facilities at the Port of Oakland.

The maps to the right illustrate the locations and magnitude of existing congestion levels and peak hour vehicular delays throughout the study area. In the morning peak hour, westbound vehicles on I-80 experience approximately 6.5 minutes of delay approaching the southbound State Route 29 merge in Vallejo. A 2005 Supplemental Project Study Report prepared by Caltrans states that this delay reaches 18 minutes at the end of the peak period and can extend as far east as the American Canyon Road Interchange (in the hills between Vallejo and Fairfield).

With no additional improvements, westbound delays on I-80 in the morning peak hour will reach approximately 12 minutes through Vallejo, by the year 2030. Similarly, with no improvements, eastbound delays during the evening peak hour will grow to approximately 20 minutes for vehicles on I-80 and I-680, by the year 2030.



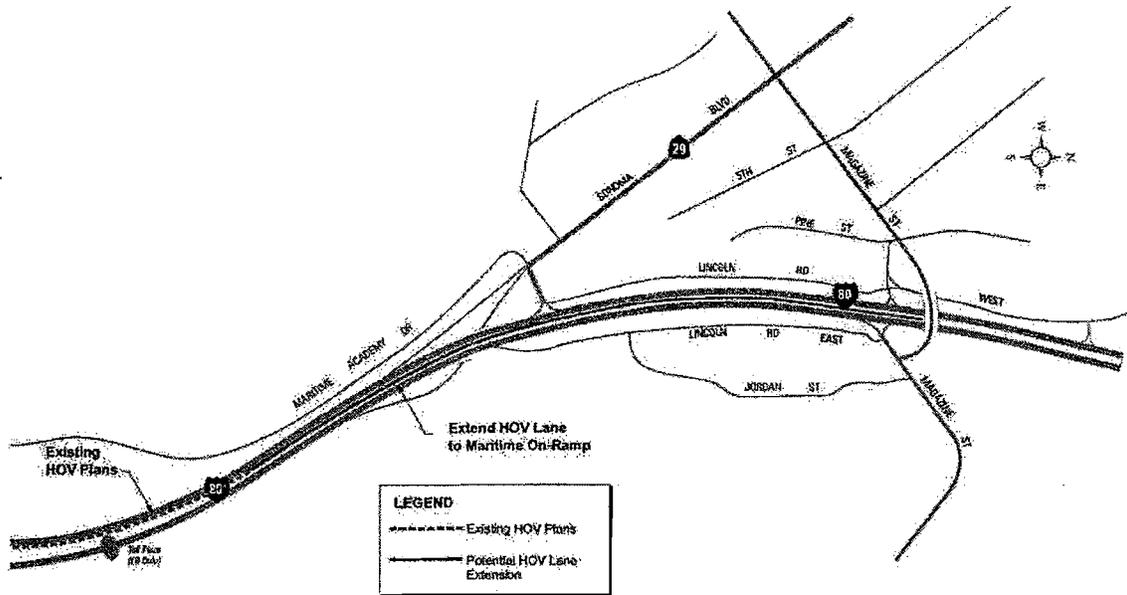
Current I-80 Westbound AM delay can reach 18 minutes at the end of the peak period and can extend as far east as the American Canyon Road Interchange.



Project Description

The Westbound I-80 High Occupancy Vehicle (HOV) Lane from Magazine St. to the Carquinez Bridge would construct a westbound HOV Lane from Magazine St which would connect with the HOV facility on the Carquinez Bridge and the HOV Gap Closure Project (between Cummings Skyway and SR 4).

The proposed improvements would start from I-80/SR 29 On-ramp, and extend for about 1060 meters upstream on westbound I-80 to approximately the Magazine Street on-ramp. Outside widening will be required to allow space for the HOV lane extension. Retaining walls will be constructed to minimize widening of the freeway.

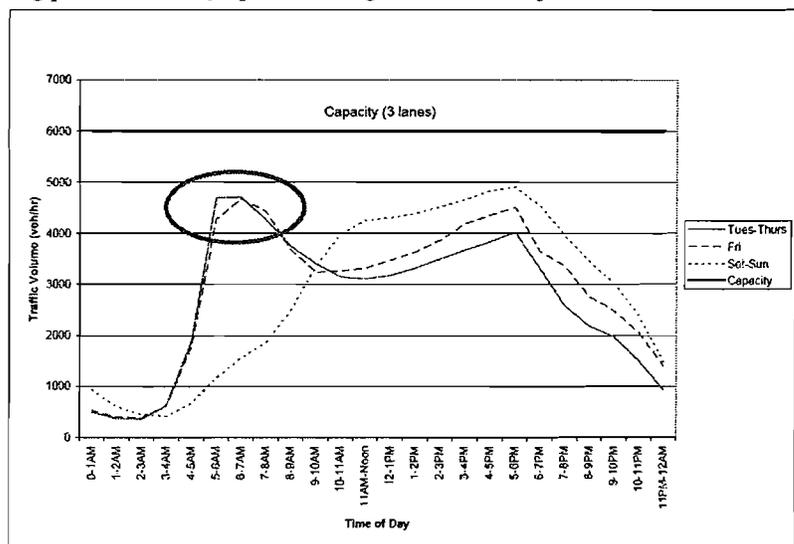


Mobility and Reliability

I-80 traffic experiences significant morning peak hour delay upon reaching the I-80/I-780 junction.

Considerable traffic from both freeways is traveling toward the Carquinez Bridge and speeds drop to 30 mph near Georgia Street and then to 10 mph as I-80 reaches I-780. After the SR-29 southbound merge point, speeds rise to 35 mph. As shown on the graph on the right, the peak period length is about 2.5 hours from 5:30 am to 8:00 am.

The current Carquinez Bridge project will install a HOV lane on the bridge which would end several hundred feet west of the SR 29 merge. In this configuration, HOVs will have to wait through approximately two miles of queue prior to entering the HOV lane. This project would extend the proposed



Source: Caltrans District 4 Traffic Operations.
Figure 2-2 Vallejo: WB I-80 East of Georgia Street

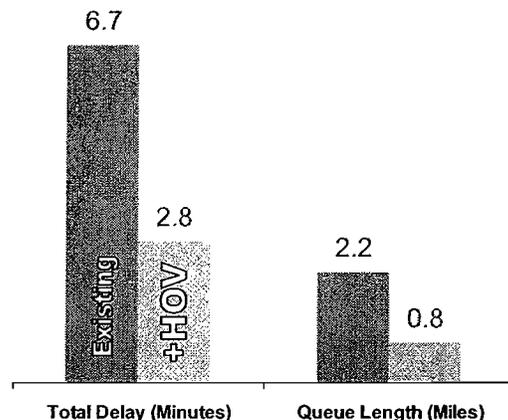
WB HOV lane eastward so that HOVs could enter the HOV lane before they encounter mixed flow congestion. Below are measurements and projections taken from the I-80/I-680/I-780 Major Investment and Corridor Study in 2004.

Existing Configuration – I-80 at SR 29 merge, AM Peak

- Demand = 6,320 vph
- Output = 5,700 vph
- Stored Vehicles = 620 vph
- **Total Delay = 6.7 minutes**
- **Queue Length (freeway) = 2.2 miles**
(existing measurement)

With HOV Lane Extension – I-80 at SR 29 merge, AM Peak

- Demand = 6,320 vph
- Output = 6,050 vph
- Stored Vehicles = 270
(310 on freeway, 60 on ramp)
- **Total Delay = 2.8 minutes**
(2.3 minutes on freeway, 0.5 on ramp)
- **HOV Travel Time Savings = 2.3 minutes**
- **Queue Length = 0.8 miles** (on freeway)



* The 2005 Caltrans Supplemental PSR estimated a reduced delay from 18 minutes to 8 minutes.

HOV counts, taken in 2001 and 2004 for WB I-80 at Magazine Street during the AM peak period, show about 1,000 HOV+2 with 200 of those being HOV+3 vehicles. This is well above the Caltrans minimum standard of 700 vehicles per hour per lane.

The STA's Travel Demand Model shows that by the year 2030 potential HOV demand along this segment of I-80 reaches about 1,500 vehicles during the AM peak period. Using FHWA's HOV Lane forecast methodology, HOV volumes could be as high as 2,000 during the AM peak period.

Safety

The portion of I-80 between the Carquinez Bridge and SR 37 has experienced a general increase in accidents from calendar year 1998 to the present, with the exception of the 2003 calendar year. The average accident rate for 2003 for the I-80 Segment between the Carquinez Bridge and SR 37 was 1.28, which is approximately 23% higher than the statewide average of 1.04 for a similar facility. The primary accident types reported on this segment between 1998 and 2003 included rear end accidents (53%), sideswipe accidents (21%), and fixed object accidents (19%). Primary collision factors reported included unsafe speed (44%), improper turns (13%), and following too closely (8%).

A reduction of the queue length from 2.2 miles to 0.8 miles and an increase in level of service from the added capacity will reduce the number of rear-end collisions along this segment of highway.

Connectivity and Access to Jobs

Completion of this HOV lane project in tandem with the completion of the HOV lane project across the Carquinez Bridge will create a continuous HOV lane system from Solano County to the San Francisco-Oakland Bay Bridge.

According to ABAG, by 2030 nearly 70,000 Solano County residents will work in San Francisco, Alameda and Contra Costa counties, generating over 111,000 commuter trips. Carpool and vanpool mode splits in Solano County have remained well over 20% for the last five years, making a continuous HOV lane system between Solano County and the rest of the Bay Area a top priority project.

The City of Vallejo currently operates a very popular park and ride lot on Curtola Parkway, less than a mile from the proposed HOV facility. The Curtola Park and Ride facility's 450 auto spaces are often full by 7 am. Express bus service from this point to El Cerrito BART currently runs between 8 to 15 minute headways during the peak hours. Improving this popular service by lowering headways to less than 8 minutes is part of the I-80/I-680/I-780 Transit Corridor Study, which will create greater demand for a Solano County HOV lane system.

Regional Measure 2 funded enhancements to this park and ride lot will create a complete transit center with over 1,200 parking spaces. Once complete in 2012, this \$30 million dollar transit facility is projected to reduce single-occupant vehicles by up to 10% of I-80's total peak period capacity. A direct HOV lane access ramp from the Curtola Transit Center onto the planned westbound I-80 HOV lane has been studied.

Project estimate risks

The project has completed the Project Study Report. Therefore, the risks that have been identified as potentially most significant are the unknowns regarding construction costs and potential right-of-way issues relating to business relocation. To manage this risk, the project estimate includes a contingency in addition to many conservative assumptions to account for likely/possible costs.

Project Benefit/Cost Analysis

The Napa-Solano Regional Traffic Model was used to calculate the changes in volumes for the AM and PM peak hour with the addition of a High Occupancy Vehicle (HOV) lane, in both directions, on Interstate 80 from Magazine Street to State Route 37, a distance of 3.57 miles. The Napa-Solano Traffic Model directly models HOV use on an exclusive HOV only network.

The Napa-Solano Traffic Model can calculate the time required to travel each segment of the network for both free flow and congested conditions. The reductions in peak hour travel time is calculated by adding the Interstate 80 (Magazine to SR 37) mainline congested network segment travel times for both the with and without HOV and the difference between these values is the reduction in peak hour travel time (Table 1).

The reductions in daily vehicle-hours of delay is calculated by multiplying the number of vehicles on each segment of Interstate 80 times the difference between the congested travel time per vehicle and the free flow travel time per vehicle (Table 2).

A. Traffic Volumes

The existing peak hour volume on Interstate 80 at Magazine Street (2005 Caltrans Count Report) is 8,200 vehicles and the Average Annual Daily Volume (AADT) is 124,000. At State Route 37, the peak hour volume is 9,600 and the AADT is 142,000.

The without HOV Alternative Interstate 80 peak hour volume on Interstate 80 at Magazine Street (Napa-Solano Regional Traffic Model) is projected to be 13,217 and the AADT is 199,000. At State Route 37, the peak hour volume is 10,393 and the AADT is 153,730. The AADT volume is calculated by using the existing ratio of peak to AADT to convert the projected peak to projected AADT.

The with HOV Alternative Interstate 80 peak hour volume on Interstate 80 at Magazine Street (Napa-Solano Regional Traffic Model) is projected to be 14,160 and the AADT is 214,000. At State Route 37, the peak hour volume is 15,196 and the AADT is 225,000. The AADT volume is calculated by using the existing ratio of peak to AADT to convert the projected peak to projected AADT.

The existing HOV volumes on Interstate 80 at Magazine Street (I-80/I-680/I-780 Major Investment and Corridor Study July 14,2004) is 574 eastbound and 975 westbound during the AM peak hour and 1,517 eastbound and 795 westbound during the PM peak hour.

The without HOV Alternative HOV volumes on Interstate 80 at Magazine Street (Napa-Solano Regional Traffic Model) is 843 eastbound and 939 westbound during the AM peak hour and 861 eastbound and 978 westbound during the PM peak hour.

The addition of the HOV lanes on Interstate 80 results in 1,446 HOV eastbound and 1,617 HOV westbound during the AM peak hour. During the PM peak hour, there is projected to be 1,907 HOV eastbound and 1,434 HOV westbound.

B. Reduction in Peak Hour Travel Time

The approximately 3.57 mile long corridor's peak directions are westbound on I-80 in the morning, and eastbound on I-80 in the afternoon. The addition of an HOV lane would result in a 1.73 minute decrease in the AM westbound travel time and a .68 minute decrease in the PM eastbound travel time. These reductions in travel time are not as large as might be expected with the addition of an additional travel lane on Interstate 80 in each direction due to the diversion of traffic to I-80 from parallel routes. In the AM peak period, 518 vehicles are projected to use Interstate 80 westbound instead of Interstate 680 westbound and 149 vehicles will use Interstate 80 westbound instead of State Route 37 westbound. During the PM peak period, 1,174 vehicles will shift from Interstate 680 eastbound to Interstate 80 eastbound and 177 vehicles from State Route 37 eastbound to Interstate 80 eastbound.

C. Reduction in Daily Vehicle-Hours of Delay

In 2030 without the HOV project, the segment of Interstate 80 from Magazine Street to State Route 37 is projected to have 1,165 vehicle hours of delay during the AM and PM peak hour travel periods. With the level of congestion projected to occur on this segment of I-80, the peak period will occur for approximately 1.5 hours (no significant delay during the rest of 24 hour period), resulting in a daily delay of 1,748 vehicle hours (factor AM and PM peak delay times 1.5).

With the construction of a HOV lane from Magazine Street to State Route 37, this segment of Interstate 80 is projected to have 682 vehicle hours of delay during the AM and PM peak hour travel periods. With this level of congestion, all of the daily delay is projected to occur during the peak periods (no factoring of AM and PM delay). The addition of the HOV lane would result in a reduction of daily vehicle hours of delay of 1,066. The with HOV project would only experience 22% of the delay that the without HOV project is projected to experience.

WB-EB I-80 High Occupancy Vehicle (HOV) Lanes (Carquinez Bridge to State Route 37)

Project Cost: \$100 million

Project Narrative

Background: I-80 Travel Corridor

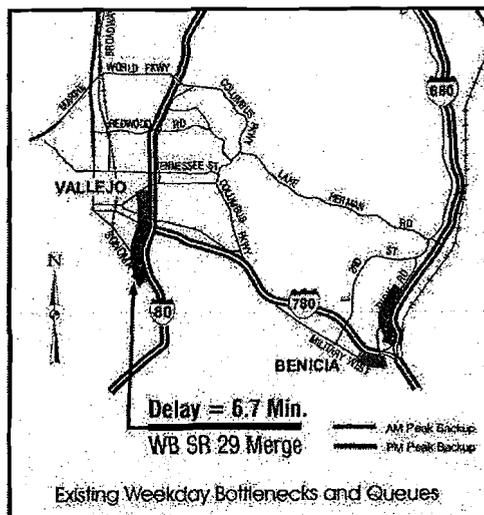
I-80 is a major transcontinental highway route, typically six to eight lanes, extending well beyond Solano County, connecting the metropolitan areas of San Francisco and Sacramento. There are no other major parallel routes to I-80 in this region.

The 1998 Interregional Transportation Strategic Plan (ITSP) designates I-80 as a "High Emphasis" route, and is a priority for programming and construction to minimum facility standards over the next 20 years.

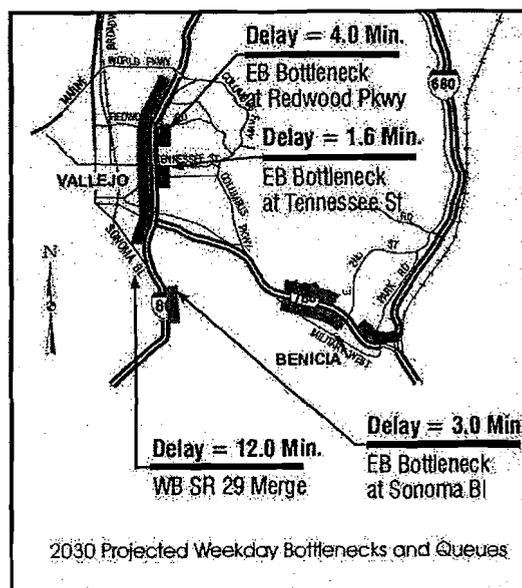
At the Carquinez Bridge, I-80 serves approximately 120,000 daily trips with about 8,000 occurring in the peak hour. Truck traffic on I-80 normally comprises six to eight percent of total daily travel; however, truck traffic on I-80 can be as low as five percent and as high as 13.5 percent, depending on the location. Truck traffic is expected to grow by 70 percent over the next 20 years, primarily due to significant expansion of container facilities at the Port of Oakland.

The maps to the right illustrate the locations and magnitude of existing congestion levels and peak hour vehicular delays throughout the study area. In the morning peak hour, westbound vehicles on I-80 experience approximately 6.5 minutes of delay approaching the southbound State Route 29 merge in Vallejo. A 2005 Supplemental Project Study Report prepared by Caltrans states that westbound AM delay reaches 18 minutes at the end of the peak period and can extend as far east as the American Canyon Road Interchange (in the hills between Vallejo and Fairfield).

With no additional improvements by the year 2030, westbound delays on I-80 in the morning peak hour will reach approximately 12 minutes through Vallejo. Similarly, with no improvements, eastbound delays during the evening peak hour will grow to approximately 20 minutes for vehicles on I-80 and I-680, by the year 2030.



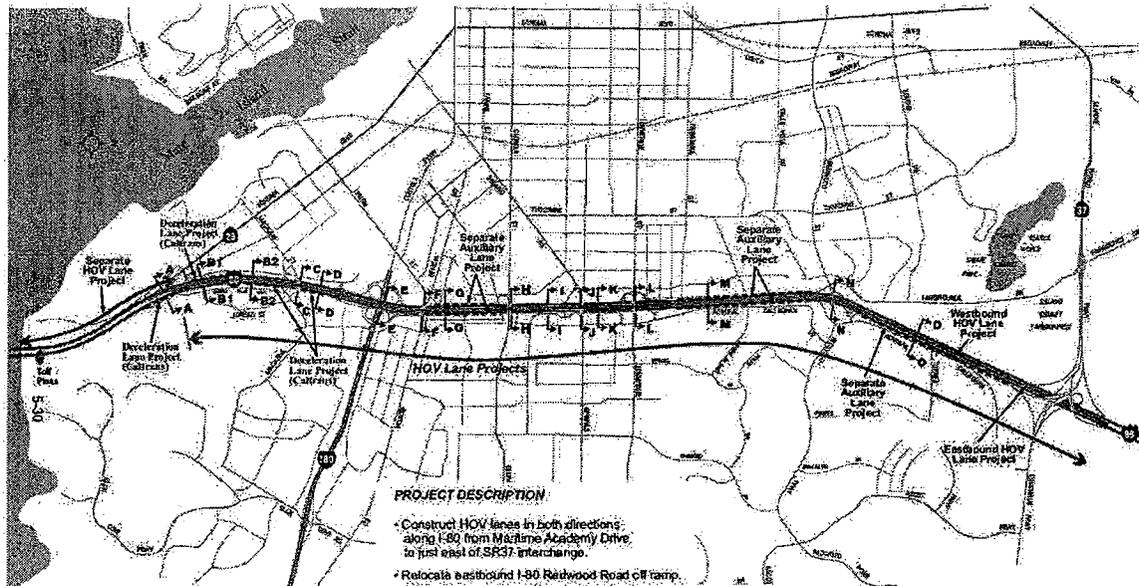
Current I-80 Westbound AM delay can reach 18 minutes at the end of the peak period and can extend as far east as the American Canyon Road Interchange.



Project Description

The WB-EB I-80 High Occupancy Vehicle (HOV) Lanes project (Carquinez Bridge to State Route 37) would construct westbound and eastbound HOV lanes on I-80, between SR 37 and the Carquinez Bridge.

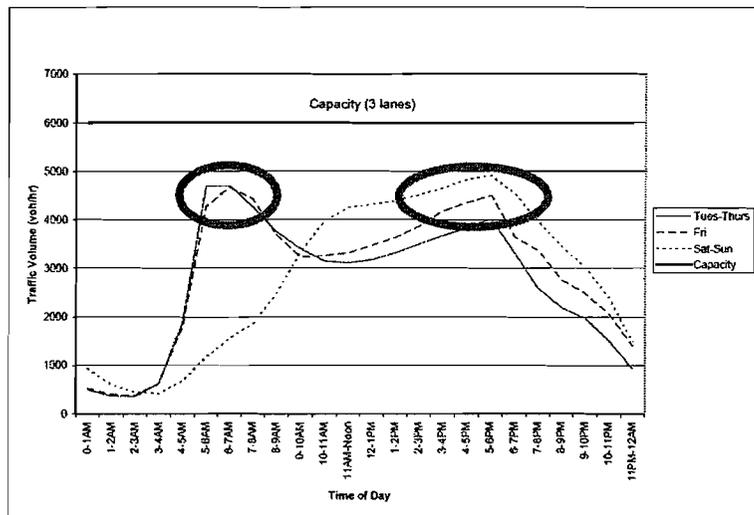
This project would be accomplished by widening into the existing freeway median where possible. However, various locations would require widening to the outside, and installation of new retaining walls due to the limited availability of right-of-way. In addition, the project would require a number of design exceptions for non-standard shoulder widths. This would include a design exception for a non-standard inside shoulder of 1.2 meters along the entire stretch of the project and non-standard outside shoulders under existing overcrossing structures. These types of non-standard inside and outside shoulders are common on the section of I-80 between Richmond and Emeryville.



Mobility and Reliability

I-80 traffic experiences significant morning peak hour delay upon reaching the I-80/I-780 junction. Considerable traffic from both freeways is traveling toward the Carquinez Bridge and speeds drop to 30 mph near Georgia Street and then to 10 mph as I-80 reaches I-780. After the SR-29 southbound merge point, speeds rise to 35 mph.

The current Carquinez Bridge project will install a HOV lane on the bridge which would end several hundred feet west of the SR 29 merge. In this configuration, HOVs will have to wait through approximately two miles of queue prior to entering the HOV lane.



Source: Caltrans District 4 Traffic Operations.

Figure 2-2 Vallejo: WB I-80 East of Georgia Street

This project would add to the Westbound I-80 HOV Lane proposed to be built from the Carquinez Bridge to Magazine St. Below are HOV lane volume projections for 2030 taken from the I-80/I-680/I-780 Major Investment and Corridor Study in 2004.

Segment	2030 HOV Lane Volumes		
	HOV +2	HOV +3	Total
SR-37 to Redwood St	1,120	340	1,460
Redwood St to I-780	1,110	330	1,440
I-780 to Carquinez Bridge	980	250	1,230

The STA's Solano-Napa Travel Demand Model shows that by the year 2030 potential HOV demand along this segment of I-80 reaches about 1,500 vehicles during the AM peak period. Using FHWA's HOV Lane forecast methodology, HOV volumes could be as high as 2,000 during the AM peak period.

Safety

The portion of I-80 between the Carquinez Bridge and SR 37 has experienced a general increase in accidents from calendar year 1998 to the present, with the exception of the 2003 calendar year. The average accident rate between 1998 and 2003 for the I-80 Segment between the Carquinez Bridge and SR 37 was 1.28, which is approximately 23% higher than the statewide average of 1.04 for a similar facility. The primary accident types reported on this segment between 1998 and 2003 included rear end accidents (53%), sideswipe accidents (21%), and fixed object accidents (19%). Primary collision factors reported included unsafe speed (44%), improper turns (13%), and following too closely (8%).

The average accident rate between 1998 and 2003 for the I-80 Segment between the Carquinez Bridge and SR 37 was 1.28, which is approximately 23% higher than the statewide average of 1.04 for a similar facility

Connectivity and Access to Jobs

Completion of this HOV lane project in tandem with the completion of the HOV lane project across the Carquinez Bridge will create a continuous HOV lane system from Solano County to the San Francisco-Oakland Bay Bridge.

According to ABAG, by 2030 nearly 70,000 Solano County residents will work in San Francisco, Alameda and Contra Costa counties, generating over 111,000 commuter trips. Carpool and vanpool mode splits in Solano County have remained well over 20% for the last five years, making a continuous HOV lane system between Solano County and the rest of the Bay Area a top priority project. The City of Vallejo currently operates a very popular park and ride lot on Curtola Parkway. The Curtola Park and Ride facility's 450 auto spaces are often full by 7 am. Express bus service from this point to El Cerrito BART currently runs between 8 to 15 minute headways during the peak hours. Improving this popular service by lowering headways to less than 8 minutes is part of the I-80/I-680/I-780 Transit Corridor Study, which will create greater demand for a Solano County HOV lane system.

Project estimate risks

The project is ready to begin the environmental phase. Therefore, the risks that have been identified as potentially most significant are the unknowns regarding construction costs. To manage this risk, the project estimate includes a contingency in addition to many conservative assumptions to account for likely/possible costs.

Project Benefit/Cost Analysis

The Napa-Solano Regional Traffic Model was used to calculate the changes in volumes for the AM and PM peak hour with the addition of a High Occupancy Vehicle (HOV) lane, in both directions, on Interstate 80 from Magazine Street to State Route 37, a distance of 3.57 miles. The Napa-Solano Traffic Model directly models HOV use on an exclusive HOV only network.

The Napa-Solano Traffic Model can calculate the time required to travel each segment of the network for both free flow and congested conditions. The reductions in peak hour travel time is calculated by adding the Interstate 80 (Magazine to SR 37) mainline congested network segment travel times for both the with and without HOV and the difference between these values is the reduction in peak hour travel time (Table 1).

The reductions in daily vehicle-hours of delay is calculated by multiplying the number of vehicles on each segment of Interstate 80 times the difference between the congested travel time per vehicle and the free flow travel time per vehicle (Table 2).

A. Traffic Volumes

The existing peak hour volume on Interstate 80 at Magazine Street (2005 Caltrans Count Report) is 8,200 vehicles and the Average Annual Daily Volume (AADT) is 124,000. At State Route 37, the peak hour volume is 9,600 and the AADT is 142,000.

The without HOV Alternative Interstate 80 peak hour volume on Interstate 80 at Magazine Street (Napa-Solano Regional Traffic Model) is projected to be 13,217 and the AADT is 199,000. At State Route 37, the peak hour volume is 10,393 and the AADT is 153,730. The AADT volume is calculated by using the existing ratio of peak to AADT to convert the projected peak to projected AADT.

The with HOV Alternative Interstate 80 peak hour volume on Interstate 80 at Magazine Street (Napa-Solano Regional Traffic Model) is projected to be 14,160 and the AADT is 214,000. At State Route 37, the peak hour volume is 15,196 and the AADT is 225,000. The AADT volume is calculated by using the existing ratio of peak to AADT to convert the projected peak to projected AADT.

The existing HOV volumes on Interstate 80 at Magazine Street (I-80/I-680/I-780 Major Investment and Corridor Study July 14,2004) is 574 eastbound and 975 westbound during the AM peak hour and 1,517 eastbound and 795 westbound during the PM peak hour.

The without HOV Alternative HOV volumes on Interstate 80 at Magazine Street (Napa-Solano Regional Traffic Model) is 843 eastbound and 939 westbound during the AM peak hour and 861 eastbound and 978 westbound during the PM peak hour.

The addition of the HOV lanes on Interstate 80 results in 1,446 HOV eastbound and 1,617 HOV westbound during the AM peak hour. During the PM peak hour, there is projected to be 1,907 HOV eastbound and 1,434 HOV westbound.

B. Reduction in Peak Hour Travel Time

The approximately 3.57 mile long corridor's peak directions are westbound on I-80 in the morning, and eastbound on I-80 in the afternoon. The addition of an HOV lane would result in a 1.73 minute decrease in the AM westbound travel time and a .68 minute decrease in the PM eastbound travel time. These reductions in travel time are not as large as might be expected with the addition of an additional travel lane on Interstate 80 in each direction due to the diversion of traffic to I-80 from parallel routes. In the AM peak period, 518 vehicles are projected to use Interstate 80 westbound instead of Interstate 680 westbound and 149 vehicles will use Interstate 80 westbound instead of State Route 37 westbound. During the PM peak period, 1,174 vehicles will shift from Interstate 680 eastbound to Interstate 80 eastbound and 177 vehicles from State Route 37 eastbound to Interstate 80 eastbound.

C. Reduction in Daily Vehicle-Hours of Delay

In 2030 without the HOV project, the segment of Interstate 80 from Magazine Street to State Route 37 is projected to have 1,165 vehicle hours of delay during the AM and PM peak hour travel periods. With the level of congestion projected to occur on this segment of I-80, the peak period will occur for approximately 1.5 hours (no significant delay during the rest of 24 hour period), resulting in a daily delay of 1,748 vehicle hours (factor AM and PM peak delay times 1.5).

With the construction of a HOV lane from Magazine Street to State Route 37, this segment of Interstate 80 is projected to have 682 vehicle hours of delay during the AM and PM peak hour travel periods. With this level of congestion, all of the daily delay is projected to occur during the peak periods (no factoring of AM and PM delay). The addition of the HOV lane would result in a reduction of daily vehicle hours of delay of 1,066. The with HOV project would only experience 22% of the delay that the without HOV project is projected to experience.

State Route 12 Jameson Canyon Widening Project

Project Narrative

Background: State Route 12 Travel Corridor

State Route 12 in Napa and Solano Counties is an important east-west link for motorists traveling between Napa Valley and the Fairfield/Suisun Valley areas. It serves as an interregional, recreational, commercial, agricultural, and commuter route. In addition, the State Route 12 corridor provides important truck linkages to SR 29, I-80 and SR 101.

The 1998 Interregional Transportation Strategic Plan (ITSP) designates State Route 12 as an eligible interregional and intercounty route for state transportation funding.

Commuter traffic congestion has increased on this interregional route in recent years due to growth and shifts in industrial center locations in Solano and Napa counties as well as population growth in the Fairfield/Suisun valley and American Canyon areas.

The capacity shortfall on SR 12 impacts the operation of I-80 through the congested I-80/I-680 interchange, contributing to the failure of that critical link. In the westbound direction on I-80 in the morning peak period, traffic does not experience significant delay until it reaches the West Texas Street interchange. Speeds continue to drop from 65 mph to approximately 5 to 30 mph west of SR 12 East. Travel speeds in the rightmost I-80 lane deteriorate from the I-680 off-ramp to the SR 12 (W) exit. In effect, this lane becomes a completely congested defacto exit lane for nearly a mile through the heart of the I-80/I-680/SR 12 Interchange. This congestion extends for over 4.5 miles east to the West Texas Street interchange.

Slow travel speeds are exacerbated in this location by slow moving trucks climbing the steep 6.7% percent grade on SR 12 (W) west of the SR 12 (W)/Red Top intersection. This single westbound lane on SR 12 (W) does not have sufficient capacity to serve the traffic demand and results in miles of queues on I-80 in the rightmost travel lane.

During the p.m. peak periods, heavy eastbound on-ramp volumes from the SR 12 (W) and the truck queues combines to create congestion on eastbound I-80 in the I-80/I-680/SR 12 Interchange. The anticipated growth of truck traffic in the corridor, up to 70% by year 2025 and up to 115% by year 2040. Even at existing truck traffic volumes, the existing facility often exceeds capacity. The lack of sufficient capacity in on SR 12 also impacts congestion at its western terminus. Eastbound the pm queue regularly fills the mile long two-lane eastbound segment, contributing to delays on SR 29.

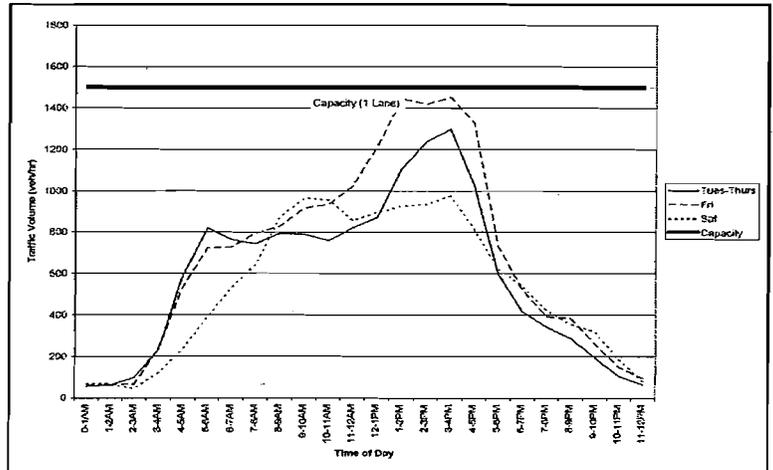


Figure 2-17 Solano County: EB SR 12(W) on-ramp at I-80

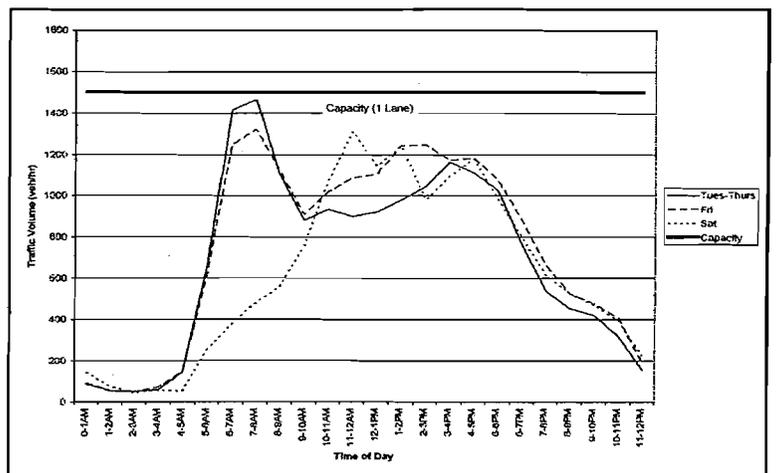
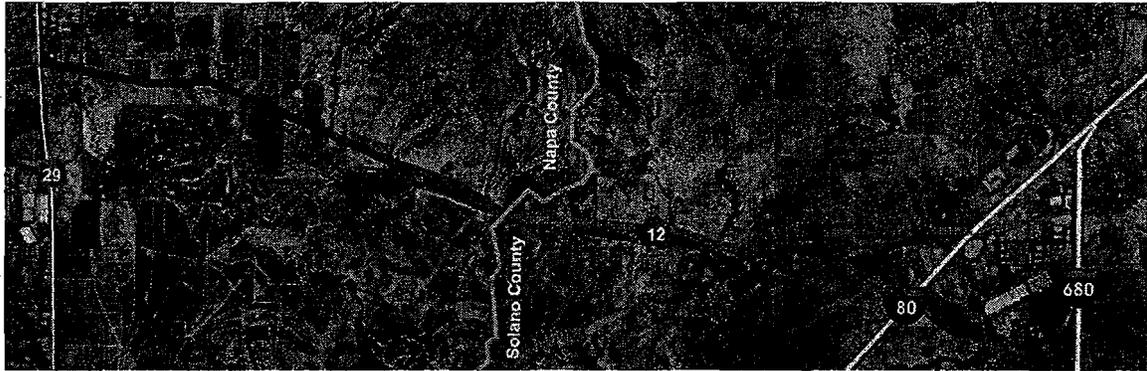


Figure 2-18 Solano County: WB SR 12(W) off-ramp at I-80

Project Description

The project involves the widening of SR 12 from two to four lanes and the provision of a median to separate eastbound and westbound traffic. Access to properties along the corridor will be maintained. This project will be coordinated with the Caltrans SR 12 Westbound Truck Climbing Lane project and the planned SR/SR29 Interchange improvements.



* Solano County's 2.8 mile portion of State Route 12 between the County line and I-80 is in red; Napa County's 3.3 mile portion is shown in blue.

Mobility and Reliability

In 2030 with two a two lane State Route 12, the segment of State Route 12 from State Route 29 to Interstate 80 is projected to have 793 vehicle hours of delay during the AM and PM peak hour travel periods. With the level of congestion projected to occur on this segment of I-80, the peak period will occur for approximately 1.75 hours (no significant delay during the rest of 24 hour period), resulting in a daily delay of 1,388 vehicle hours (factor AM and PM peak delay times 1.75).



With the construction of an additional lane on State Route 12 from State Route 29 to Interstate 80, this segment of State Route 12 is projected to have 142 vehicle hours of delay during the AM and PM peak hour travel periods. With this level of congestion, all of the daily delay is projected to occur during the peak periods (no factoring of AM and PM delay). Adding an additional lane to State Route 12 would result in a reduction of daily vehicle hours of delay of 1,246. The four lane State Route 12 project would only experience 10% of the delay that the two lane State Route 12 is projected to experience.

2030 Daily Vehicle Hours of Delay:

Without Project:	1,388
With Project:	142

Decrease in travel time (minutes):

AM Peak WB	11.19 less
PM Peak EB	13.44 less

Safety

The average accident rate along SR12 (data supplied by Caltrans) between July 2002 and June 2005 is 1.26, only slightly higher than the statewide average rate for comparable facilities of 1.22. The SR 12 widening will help alleviate not only the rear-end accidents involving slow moving vehicles climbing the steep 6.7% grade but the more serious head-on and broadside collisions that make up 25% of the accidents on SR 12.

Connectivity and Access to Jobs

State Route 12 connects the job-rich southern Napa valley with the housing-rich Fairfield/Vacaville areas. ABAG projections do not foresee that relationship experiencing any major changes through 2030. SR 12 also offers the most direct route to market for the goods and services produce in Napa County which is particularly important for the temperature and travel sensitivity of Napa's internationally known wines.

With no existing freeway connections from Sonoma or Marin Counties to the Interstate system, SR 12 offers one of the two existing two-lane State Highway connections between I-80 and US 101.

Project Benefit/Cost Analysis

The Napa-Solano Regional Traffic Model was used to calculate the changes in volumes for the AM and PM peak hour with the expansion of State Route 12 from State Route 29 to Interstate 80 from one lane (two lane highway) in each direction to two lanes (four lane highway) in each direction, a distance of 5.82 miles.

The Napa-Solano Traffic Model can calculate the time required to travel each segment of the network for both free flow and congested conditions. The reductions in peak hour travel time is calculated by adding the State Route 12 (SR 29 to I-80) congested network segment travel times for both the two lane and four lane alternatives and the difference between these values is the reduction in peak hour travel time (Table 1). The reductions in daily vehicle-hours of delay is calculated by multiplying the number of vehicles on each segment of State Route 12 times the difference between the congested travel time per vehicle and the free flow travel time per vehicle (Table 2).

A. Traffic Volumes

The existing peak hour volume on State Route 12 at State Route 29 (2005 Caltrans Count Report) is 1,900 vehicles and the Average Annual Daily Volume (AADT) is 24,900. At Interstate 80, the peak hour volume is 2,250 and the AADT is 32,000.

The two lane State Route 12 peak hour volume at State Route 29 (Napa-Solano Regional Traffic Model) is projected to be 3,027 and the AADT is 39,700. At Interstate 80, the peak hour volume is 2,520 and the AADT is 29,800. The AADT volume is calculated by using the existing ratio of peak to AADT to convert the projected peak to projected AADT.

The four lane State Route 12 peak hour volume at State Route 29 (Napa-Solano Regional Traffic Model) is projected to be 4,705 and the AADT is 61,700. At Interstate 80, the peak hour volume is 3,493 and the AADT is 49,700. The AADT volume is calculated by using the existing ratio of peak to AADT to convert the projected peak to projected AADT.

B. Reduction in Peak Hour Travel Time

The approximately 5.82 mile long corridor's peak directions are westbound on State Route 12 in the morning, and eastbound on State Route 12 in the afternoon. The addition of an additional travel lane in each direction would result in an 11.19 minute decrease in the AM westbound travel time and a 13.44 minute decrease in the PM eastbound travel time.

C. Reduction in Daily Vehicle-Hours of Delay

In 2030 with two a two lane State Route 12, the segment of State Route 12 from State Route 29 to Interstate 80 is projected to have 793 vehicle hours of delay during the AM and PM peak hour travel periods. With the level of congestion projected to occur on this segment of I-80, the peak period will occur for approximately 1.75 hours (no significant delay during the rest of 24 hour period), resulting in a daily delay of 1,388 vehicle hours (factor AM and PM peak delay times 1.75).

With the construction of an additional lane on State Route 12 from State Route 29 to Interstate 80, this segment of State Route 12 is projected to have 142 vehicle hours of delay during the AM and PM peak hour travel periods. With this level of congestion, all of the daily delay is projected to occur during the peak periods (no factoring of AM and PM delay). Adding an additional lane to State Route 12 would result in a reduction of daily vehicle hours of delay of 1,246. The four lane State Route 12 project would only experience 10% of the delay that the two lane State Route 12 is projected to experience.

Cordelia Truck Scales Relocation Project

First Phase \$110 million

Ensuring I-80 Corridor
Goods Movement Reliability

Project Narrative

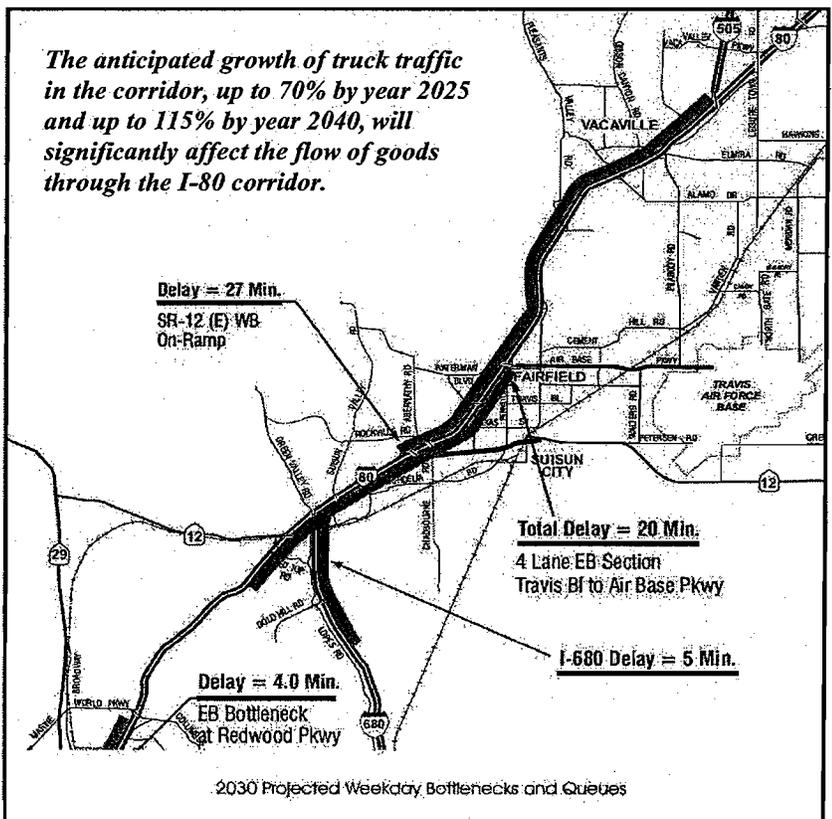
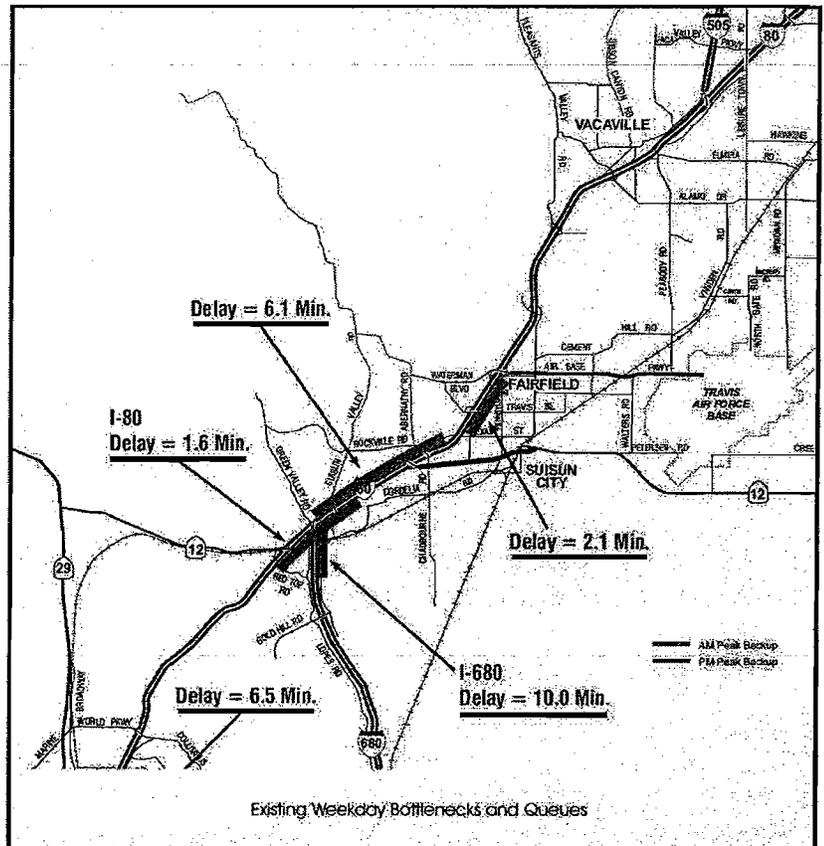
Background: I-80 Travel Corridor

I-80 is a major transcontinental highway route, typically six to eight lanes, extending well beyond Solano County, connecting the metropolitan areas of San Francisco and Sacramento. There are no other major parallel routes to I-80 in this region.

The 1998 Interregional Transportation Strategic Plan (ITSP) designates I-80 as a "High Emphasis" route, and is a priority for programming and construction to minimum facility standards over the next 20 years.

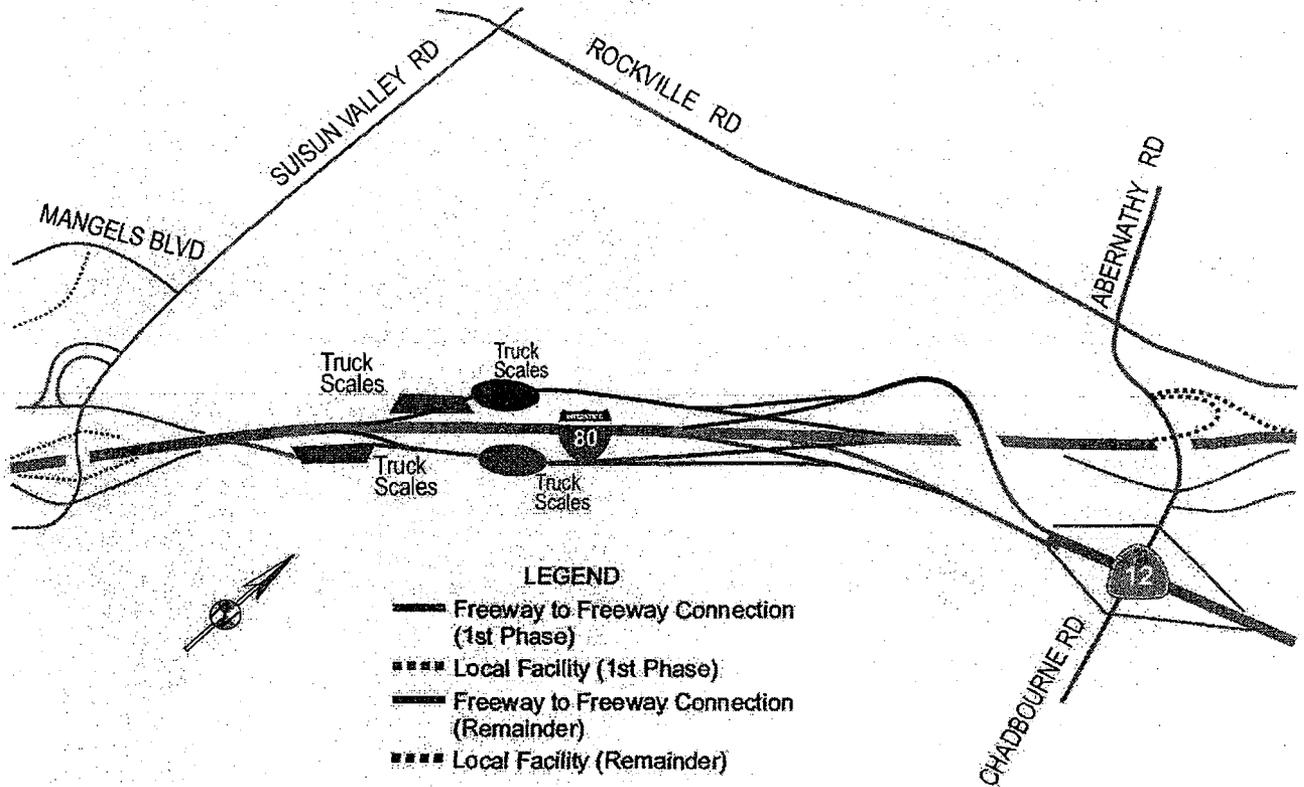
The I-80/I-680 junction and the Truck Scales in Cordelia create major congestion on I-80 in Fairfield during both the a.m. and p.m. peak periods. A.M. peak hour congestion extends from the I-80/I-680 junction to West Texas Street, a distance of nearly 4.5 miles. Heavy westbound on-ramp volumes from the SR 12 (E) and Air Base Parkway interchanges also contribute to the congestion during the a.m. peak period. During the p.m. peak periods, heavy eastbound on-ramp volumes from the SR 12 (W) and the truck queues combines to create congestion on eastbound I-80 in the I-80/I-680/SR 12 Interchange, while the heavy on- and off-ramp traffic along eastbound I-80 from West Texas Street to Air Base Parkway create congestion just east of the I-80/I-680/SR 12 Interchange.

The anticipated growth of truck traffic in the corridor, up to 70% by year 2025 and up to 115% by year 2040. Even at existing truck traffic volumes, the existing facility often exceeds capacity.



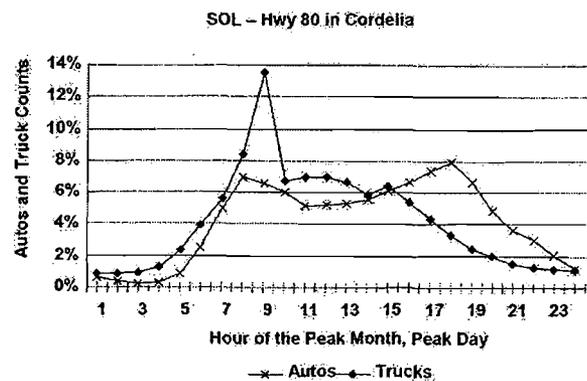
Project Description

The preferred option as described in the Cordelia Truck Scales Relocation Study is to build a new set of truck scales in the vicinity of the existing Cordelia scale facility on I-80 between Suisun Valley Road and SR 12 East (within the I-80/I-680/Sr12 Interchange Complex). The first phase of the project would be to rebuild the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.



Mobility and Reliability

Significant truck weaving traffic creates queues on I-80 in both directions in the vicinity of the truck scales. The total daily travel demand entering the I-80/I-680/SR 12 Interchange is projected to grow from approximately 145,000 vehicles to 260,000 vehicles by 2035, an increase of 80 percent. Truck volumes, which constitute 5 percent of the current total daily traffic volume, are projected to grow from the current 11,800 trucks per day to 25,300 trucks per day in 35 years, a 115 percent increase. Currently, the high volume of trucks exiting and re-entering I-80 at the truck scales facility results in truck queues in the outside mainline lane during the PM peak period. The Solano Transportation Authority, Caltrans, and the CHP have recognized the need to reconstruct the scales to accommodate the current and projected volumes of truck traffic; new scales within the interchange area are planned to process up to 1,000 trucks per hour.



The project is expected to significantly improve safety by minimizing instances of trucks queuing back onto mainline lanes and by minimizing weave and merge/diverge-related congestion.

The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 (East), in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint—capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80—they are also located in the most congested freeway segment of the county. In spite of their strategic location, the existing truck scale facilities are inefficient and considerably undersized to accommodate current and projected future truck traffic over the next 40 years.

The Truck Scales Reconstruction or Relocation project is recommended as a mid-term project in the I-80/I-680/I-780 Corridor Major Investment Study (July 2004). The MIS found that the scales' effect on traffic congestion and safety on I-80 is so significant that re-location of the scales to outside the I-80/I-680/SR 12 interchange complex should be considered. The STA therefore prepared the Cordelia Truck Scales Relocation Study (February 2005), which examined options including reconstructing and expanding the scales near their present location. Due to the capital and operating expenses and other feasibility concerns associated with all of the relocation options, the reconstruction and expansion of the scales near their present location was chosen as the preferred option by the CHP, Caltrans, and the STA.

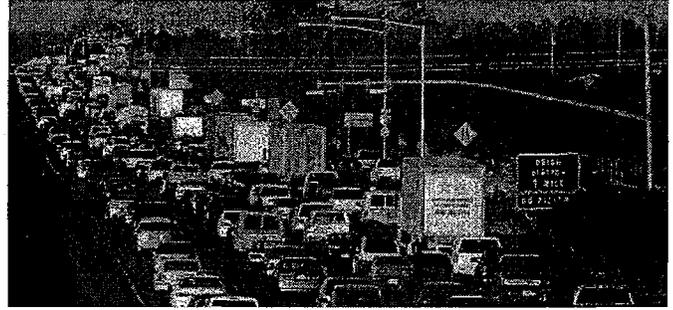
The Truck Scales Reconstruction and Expansion Project is a critical component of the I-80/I-680/SR 12 Interchange complex, although it is being designed and constructed as a separate project in parallel with the I-80/I-680/SR 12 Interchange Improvements Project. That project currently has a Project Report and Environmental Document in preparation, and the design alternatives accommodate the conceptual design for the expanded truck scales.

The Truck Scales Reconstruction and Expansion Project is a critical project for the I-80 corridor, for the following reasons:

- Currently, the scales frequently cannot accommodate the peak period truck volumes, and the scales are periodically closed on a temporary basis to avoid truck queues backing up onto I-80 mainline travel lanes. This affects the safety of the entire network, as truck safety and weight inspections are not performed.
- Truck weaving movements, and diverge/merge operations at the off-ramps and on-ramps to the scales, contribute significantly to congestion on I-80 between SR 12 West and SR 12 East.
- Accident rates within the corridor near the truck scales are substantially higher than the statewide average for similar facilities. According to data provided by Caltrans for the period between January 2001 and December 2003 (a 36-month period), I-80 within the project limits experienced a total accident rate (total number of accidents including fatal and injury accidents) of 1.13 accidents per million vehicle-miles traveled. This compares to the statewide average of 0.92 accidents per million vehicle-miles traveled, for similar facilities. The number of accidents is expected to grow as general vehicular and truck volumes grow and the weaving, merge and diverge movements near the truck scales ramps become further constrained. The project will help minimize the growth in accidents by better accommodating these volumes.
- The I-80 mainline traffic volume is projected to grow by about 2 percent per year, to 250,000 daily vehicles, in 2035; the daily truck volume is projected to grow by 7 percent to 2025, and by 115 percent to 2040, leading to a peak hour directional volume of over 1,000 trucks. The growth in truck and general vehicle traffic will severely worsen the current congestion and safety conditions, if the scales are not expanded to accommodate the higher truck volumes.

Safety

Accident rates near the truck scales and I-80/I-680/SR 12 interchange area are substantially higher than the statewide average for similar facilities. According to data provided by Caltrans for the period between January 2001 and December 2003 (a 36-month period), I-80 near the truck scales and I-80/I-680/SR 12 interchange experienced a total accident rate (total number of accidents including fatal and injury accidents) of 1.13 accidents per million vehicle-miles traveled. This compares to the statewide average of 0.92 accidents per million vehicle-miles traveled, for similar facilities. In addition, on SR 12 within the project limits, the total accident rate for the same three-year period was 1.43, as compared to 1.34 for similar facilities. A more detailed review of all freeway segments, ramp junctions, and SR 12 intersections within the project limits shows that over half these facilities have accident rates higher than the statewide average for similar facilities (2).



Connectivity and Access to Jobs

One of the project's key purposes is to provide adequate regional and local circulation capacity within the project limits. Currently, congestion on I-80, I-680, and SR 12 leads to some regional trips diverting to local roadways within the project area; conversely, congestion limits the ability of trips with local origins or destinations to access the system. The interchange project will reduce projected future congestion, making the regional freeway system more accessible for both regional through-trips, and regional trips with local origins or destinations.

Project estimate risks

The project is currently in the Environmental Document phase. Therefore, the risks that have been identified as potentially most significant are the unknowns regarding construction costs and potential environmental mitigations. To manage this risk, the project estimate includes a contingency in addition to many conservative assumptions and additional line items to account for likely/possible costs.



DATE: November 13, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Regional Measure 2 (RM 2) Two-Year
Transit Funding Plan

Background:

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

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

Discussion:

The FY 2006-07 ITF Agreement assumed the streamlining and transfer of Rt. 90 from Vallejo Transit to Fairfield/Suisun Transit effective October 1, 2006. One of the issues that needed to be resolved with this transfer was the distribution of Regional Measure 2 (RM 2) funds between Vallejo Transit and Fairfield/Suisun Transit (FST) routes that were RM 2 eligible. Although RM 2 funding for FY 2006-07 had been agreed upon, there was interest to clarify RM 2 funds beyond this fiscal year. FST requested that the STA take the lead on facilitating the resolution of this issue.

After many weeks of negotiation among FST, Vallejo Transit and the STA a resolution was reached. With the agreed upon resolution, additional Northern County STAF funds were assumed to make up for funding shortfalls identified by the two transit operators. The allocation of STAF funds have been approved by the STA Board.

RM 2 transit operating claims are due to Metropolitan Transportation Commission (MTC). This is the initial step toward the allocation of funds. After discussions with the transit operators and MTC, the proposed direction is to have STA submit a coordinated RM 2 claim for transit operating based on data submitted by Vallejo Transit and

Fairfield/Suisun Transit. The RM 2 funds would be disbursed directly to the transit operators. The claim submitted would be consistent with the attached RM 2 plan. At this time, staff is seeking the STA Board's approval of the Solano RM 2 transit operating plan and direction to submit a coordinated claim.

Fiscal Impact:

None to the STA. This action would maximize RM 2 funds for Solano County transit operators by submitting a coordinated claim to MTC.

Recommendations:

Forward a recommendation to the STA Board to:

1. Approve the countywide transit operating RM 2 funding plan for FY 2006-07 and FY 2007-08;
2. Authorize STA staff to submit a coordinated RM 2 transit operating allocation request for Solano County.

Attachment:

- A. Solano County RM 2 FY 2006-07 & FY 2007-08 Transit Operating Plan

**Solano Transportation Authority Regional Measure 2 Operating Assistance
STA Plan for
FY2006-07**

Operating Plan

	Route 40	Route 90	Route 80	Route 85	Route 92		Total	Total
Operating Budget								
Estimated Annual Revenue Hrs.	0	0					-	
Estimated Operating Cost/Revenue Hour	0	0					-	
Total Operating Cost	679,311	1,498,979	2,577,652	1,158,869	723,958	-	6,638,769	
-- Fare Revenue	116,413	449,146	1,349,745	285,814	27,094		2,228,212	
-- RM 2 Operating Assistance Request	152,166	367,450	383,018	300,502	696,864		1,900,000	\$ 1,900,000
-- Local Sales Tax	-	-					-	
-- Private Sector Contributions	-	-	-	-	-	-	-	
-- Other Subsidy (5311, No Co. STAF)	-	216,286	-	100,000	-	-	316,286	\$ 316,286
Total Subsidy	152,166	583,736	383,018	400,502	696,864	-	2,216,286	
Total Revenues	268,579	1,032,882	1,732,763	686,316	723,958	-	4,444,498	\$ 2,216,286
Local Agencies' TDA Contributions	(410,732)	(466,097)	(844,889)	(472,553)	-	-	(2,194,271)	

**Solano Transportation Authority Regional Measure 2 Operating Assistance
STA Plan for
FY 2007-08**

Operating Plan										
	Route 40	Route 90	Route 70	Route 80	Route 85			Total	<u>Fairfield</u>	<u>Vallejo</u>
Operating Budget										
Estimated Annual Revenue Hrs.	0	0	0					-		
Estimated Operating Cost/Revenue Hour	0	0	0					-		
Total Operating Cost	726,765	1,715,191	887,049	2,997,687	1,350,719	-	-	7,677,411		
-- Fare Revenue	122,594	551,281	177,410	1,484,720	455,491			2,791,496		
-- RM 2 Operating Assistance Request	184,072	526,963	353,851	661,873	201,741			1,928,500	711,035	1,217,465
-- Local Sales Tax	-	-	-					-		
-- Private Sector Contributions	-	-	-	-	-	-	-	-		
-- Other Subsidy (No. Co. STAF)	85,000	145,000	40,000	125,000	-	-	-	395,000	230,000	165,000
Total Subsidy	269,072	671,963	393,851	786,873	201,741	-	-	2,323,500	941,035	1,382,465
Total Revenues	391,666	1,223,244	571,261	2,271,593	657,232	-	-	5,114,996		
Local Agencies' TDA Contributions	(335,099)	(491,947)	(315,788)	(726,094)	(693,487)	-	-	(2,562,415)		



DATE: November 15, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Proposed Funding Amendment #3
for FY 2006-07

Background:

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

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

Annually, Cities and the County, through their Transit Consortium member, and STA submit candidate projects/programs for STAF for both the Northern Counties and the Regional Paratransit. At the May 2006 STA Board meeting, an initial list of STAF projects and funding was approved. In June 2006, the STA Board approved an amendment to the original project list.

In July 2006, a new STAF fund estimate was approved by Metropolitan Transportation Commission (MTC) and reflected a substantial increase in funds allocated to all population-based STAF funds including the Solano Northern county category. The Solano Northern County funds available for allocation has increased from \$1,175,474 to \$3,112,418. The majority of this increase are “one-time” funds resulting from Prop 42 repayment and spillover. As these are not projected to be long-term increases, these funds should not be used for on-going operating expenses but rather for one-time projects, particularly capital. The STA Board approved a second amendment to the STAF project list in September 2006 (see Attachments A1 and A2).

Discussion:

After the latest amendment to the Northern Counties STAF project list, a balance of unallocated funds remained. Two new projects are recommended for additional FY 2006-07 STAF funding.

The STA has submitted a grant application for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan". The purpose of the study is to develop operational improvements and policy recommendations for the corridors relating to long range Intelligent Transportation Systems (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions/ramp by-pass lanes and hardscape and landscape improvements that visually link areas of Solano County. In October 2006, the STA Board approved the submittal of this grant and the allocation of \$62,500 of State Transit Assistance Funds (STAF) for the required 20% local match. This is being included in the updated STAF project list. If the grant is not secured, these funds will not be claimed and returned to the STAF fund balance. Action on the grant application is expected in May 2007.

The second project proposed for funding is a Vallejo Transit Study. Several years ago, STAF funds were allocated to Vallejo Transit to complete a local transit study. The study was not completed at that time and the funds were not used and returned. At this time, Vallejo has identified a need for these funds to complete an Operational Assessment Plan (OAP) for Vallejo Transit. The proposed \$60,000 would provide partial, but significant funding towards this effort. MTC and local Vallejo funds would complete the funding for this study.

Fiscal Impact:

If the STA's grant application is approved, the proposed STAF funds designated for this grant will be claimed and included in the STA budget. The other proposed project would be claimed by Vallejo.

Recommendations:

Forward a recommendation to the STA Board to approve the amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.

Attachments:

- A1. Approved FY 2006-07 STAF project list
- A2. Approved preliminary FY 2007-08 STAF project list
- B1. Proposed FY 2006-07 STAF project list (Amendment 3)
- B2. Proposed FY 2007-08 STAF project list (Amendment 3)

Approved¹
State Transit Assistance Funds Program
Allocation for FY 2006-07

NORTHERN COUNTIES STAF

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

Projects/Programs

STA Transit Planning & Studies	\$ 140,000*
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ⁴	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁵	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁶	\$ 54,000
Fairfield Transit Study ⁷	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 150,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
I-80 HOV/Turner Overcrossing PSR	\$ 80,000
Intercity Marketing Revenue-based Promotion	\$ 250,000
Capital Fund/Intercity Vehicles	\$ 1,000,000
Fairfield/Suisun Transit Rt. 40/90 Operations ⁸	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ⁷	\$ 165,000
TOTAL:	\$ 2,870,000

Balance: \$ 242,418

¹ Approved September 2006

² MTC July 06 Estimate

³ Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

⁴ Yr. 3 of 3 yr. Funding

⁵ 3rd yr. of match for MTC LIFT 3-yr. project grant

⁶ Includes \$27,000 unclaimed, unallocated & carried over from FY 2005-06

⁷ Approved in FY 2005-06, unclaimed, unallocated & carried over from FY 2005-06

⁸ To be carried over and claimed in FY 2007-08

REGIONAL PARATRANSIT

<u>Revenue Estimates¹</u>	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover	\$ 65,217
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 249,039

<u>Projects/Programs</u>	
Vallejo Intercity Paratransit Operations	\$ 88,000
Benicia Intercity Paratransit Operations	\$ 15,000
Solano Paratransit FY 2005-06 Shortfall	\$ 10,000
Sol Paratransit Assessment Implementation	\$ 40,000
Sol Paratransit Vehicles Improvements	\$ 35,000
Paratransit Coordination, PCC	\$ 40,000
TOTAL:	\$ 228,000

Balance	\$ 21,039
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PRELIMINARY¹
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 242,418
FY 2006-07 STAF Estimate ²	\$ 662,895
Total:	\$ 905,313

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

Balance \$ 253,313

REGIONAL PARATRANSIT

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

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

Balance: \$ 1,861

¹ Approved September 2006

² Assumes same STAF as FY 2006-07 without Prop. 42 funds or spillover funds as originally forecast

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

NORTHERN COUNTIES STAF

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

Projects/Programs

STA Transit Planning & Studies	\$ 140,000*
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ³	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁵	\$ 54,000
Fairfield Transit Study ⁶	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 150,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
I-80 HOV/Turner Overcrossing PSR	\$ 80,000
Intercity Marketing Revenue-based Promotion	\$ 250,000
Capital Fund/Intercity Vehicles	\$ 1,000,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match	\$ 62,500
Vallejo Transit Study	\$ 60,000
Fairfield/Suisun Transit Rt. 40/90 Operations ⁷	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ⁷	\$ 165,000
TOTAL:	\$ 2,992,500

Balance: \$ 119,918

¹ MTC July 06 Estimate

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

³ Yr. 3 of 3 yr. Funding

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

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

⁶ Approved in FY 2005-06, unclaimed, unallocated & carried over from FY 2005-06

⁷ To be carried over and claimed in FY 2007-08

REGIONAL PARATRANSIT

Revenue Estimates¹

FY 2006-07

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

Projects/Programs

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

Balance \$ 21,039

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

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 119,918
FY 2006-07 STAF Estimate ¹	\$ 662,895
Total:	\$ 782,813

<u>Projects/Programs</u>	
Transit Planning & Studies	\$ 115,000
SolanoLinks Marketing	\$ 113,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 30,000
Intercity Transit Operations Assistance	\$ 200,000
Intercity Transit Capital Match Program	\$ 100,000
<u>Intercity Operations Analysis Support</u>	<u>\$ 75,000</u>
TOTAL:	\$ 648,000
 Balance	 \$ 134,813

REGIONAL PARATRANSIT

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

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 203,000
 Balance:	 \$ 1,861

¹ Assumes same STAF as FY 2006-07 without Prop. 42 funds or spillover funds as originally forecast

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DATE: November 7, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: State Transportation Improvement Program (STIP) Funding Priorities

Background:

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

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

On October 11, 2006 the STA Board adopted a 50/50 Funding Policy that stipulates projects that have both regional and local benefit shall be funded with 50% Regional Funds and 50% Local Funds. An initial list of Reliever Route and Interchange projects that are subject to this policy were also adopted by the Board. This list includes the North Connector West Section and the Jepson Parkway. These two Reliever Routes have environmental documents that are expected to be completed over the next year.

Discussion:

At the STA Board Workshops in July, September and October 2006, staff presented the STIP financial outlook for the 2008 and 2010 STIP cycles. It is estimated, based on historic funding from the STIP, that each cycle will have approximately \$14 million available for programming. In addition, with the passage of Transportation Infrastructure Bonds on November 7, 2006, Solano County will receive an estimated additional \$18.8 million in STIP Augmentation. This is an increase from previous STIP Augmentation estimate of \$16.7 million. The programming of STIP over the next five (5) years is expected to be:

\$18.8 million Spring 2007 (STIP Augmentation)
\$14 million Fall 2007 (2008 STIP)
\$14 million Fall 2009 (2010 STIP)

The actual funds available for programming in each cycle are based on the California Transportation Commission (CTC)'s adopted fund estimate that is completed just prior to the actual programming of funds. As a result, these dollar amounts are only estimates.

Based on feedback from the STA Board, the funding priorities for STIP funding will occur on a two (2) tier level. Tier one (1) are the projects that can be delivered to construction over the next 5 years and tier two (2) are long term projects that will be funded for continued development. In addition, to developing a two (2) tier approach for funding priorities, the STA Board asked that local projects be considered for funding priorities.

The two (2) tier list has identified projects that would be eligible for funding for the STIP cycles through 2010. The proposed two (2) tier list is:

Tier One:

Jepson Parkway (Regional Share of remaining Segments approximately \$67.5 million)

1. *Walters Road Extension* – This new road alignment will provide a grade separated crossing of the Union Pacific Rail main line as well as a new north-south route parallel to Peabody Road. It also improves access to the City of Fairfield's Industrial Park.
2. *Vanden Road* – The widening of this existing road in unincorporated Solano County is needed to improve safety along this narrow county road that provides access to the North Gate of Travis AFB.
3. *Walters Road* – A minor widening for the segment between E. Tabor and Air Base Parkway is planned to provide a raised median and shoulders.
4. *Leisure Town Road* – The widening of Leisure Town Road to four lanes, between I-80 and Vanden Road, addresses future needs on the northern half of the Jepson Parkway corridor.
5. *Cement Hill Road* – The widening of the segment of Cement Hill between Walters Road Extension and Peabody Road provides the final link in the four-lane parkway.

Of these Jepson Parkway segments, the projects will need to be prioritized for the funding. The initial prioritization will be based on regional and local benefit, safety and traveler needs.

North Connector – West Section (Regional Share \$16 million)

The Central and East Sections are currently fully funded with construction scheduled to begin in 2007 for the Central Section and 2008 for the East Section. The West Section should be constructed in conjunction with the I-80/I-680/State Route (SR) 12 Interchange Project. Should this Interchange be a successful recipient of funding from the Corridor Mobility Improvement Account (CMIA), it is recommended that this section be funded and construction. Should the Interchange Project not get the CMIA funding, then it is recommended to shift this funding to the Jepson Parkway Project to nearly fully the Regional share of the Project.

Tier Two:

I-80 High Occupancy Vehicle (HOV) Lane Opportunity Project

Provide \$3 million for the environmental and design to keep the project shelf ready while construction funding is sought from both the Regional Measure 2 (RM 2) and Interregional Transportation Improvement Program (ITIP) for the Project.

SR 12 Jameson Canyon Project

Caltrans projects the environmental document will be completed in January 2008. The financial support to the Project from STA is important to be sure there is a demonstrated share in the partnership with Napa County Transportation Planning Agency (NCTPA) and Caltrans. It is recommended STA provide \$2 million for funding a portion of the design.

Dixon Multi-Modal Transportation Center

Based on the demonstrated success of the City of Dixon combined with the determination to deliver the next phase of the improvements, it is recommended to provide \$3 million for funding the preliminary engineering and environmental.

Fiscal Impact:

There is no fiscal impact for the prioritization of projects for future funding by the next three STIP cycles. However, this action will provide the basis for the actual programming recommendation(s) that will accompany each STIP cycle. The first cycle will occur in the spring of 2007 with the estimated \$16.7 million STIP Augmentation.

Recommendation:

Forward a recommendation to the STA Board to adopt the two tier funding project priority list for future STIP funding as shown in Attachment A.

Attachment:

A. Tier One

- Jepson Parkway Project
- North Connector – West End Project

B. Tier Two

- I-80 HOV Lane Opportunity Project
- SR 12 Jameson Canyon Project
- Dixon Multi-Modal Transportation Center

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DATE: November 8, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Programming of Planning, Programming and Monitoring (PPM) funds
from State Transportation Improvement Program (STIP) -Augmentation

Background:

In 2006, California State Legislature and the Governor enacted Assembly Bill (AB) 2538 (Wolk), which increases the allowable funding amount for Planning, Programming and Monitoring (PPM) activities from 1% of the State Transportation Improvement Program (STIP) county share to up to 5%.

On November 7, 2006, California voters approved Proposition 1B, the nearly \$20 billion transportation infrastructure bond. With the passage of this bond, approximately \$2 billion overall will be made available to augment the STIP. Solano County is expected to receive an additional one time only \$18.475 million in STIP funds from Proposition 1B (a.k.a. STIP Augmentation funds). This is comprised of \$11.667 million in highway only funds and \$6.808 million in Public Transportation Account (PTA). Although the highway only funds estimated portion is less than projected by the Metropolitan Transportation Commission (MTC), the overall STIP Augmentation for Solano County is higher due to the increased PTA funding. According to MTC, the reason for the highway fund decrease is because the California Transportation Commission (CTC) has first backfilled the unfunded unprogrammed 2006 STIP with this \$2 billion augmentation.

Discussion:

With the approval of both AB 2538 and Proposition 1B, STIP funding has an opportunity to increase for PPM activities. From AB 2538, the STIP PPM amount for Solano County could increase from \$203,000 to \$1,017,000 for FY 2004-05 through FY 2006-07 (3 years), or \$814,000 for FY 2007-08. For FY 2008-09 through FY 2010-11 (3 years), the increase for Solano County is from \$288,000 to \$2,380,000, or \$793,000 per year. County's can either retroactively program the PPM from FY 2004-05 or wait until FY 2007-08 to program the funds. If the additional STIP PPM funds are programmed for FY 2007-08, the programmed amount could be up to \$814,000. This amount includes the portion of funds that would be taken off the top for MTC's PPM activities. Discussions between MTC and the Congestion Management Agencies (CMAs) are still on-going as to how much county STIP PPM will be taken by MTC.

With the passage of AB 2538 and Proposition 1B, the additional STIP PPM funds can be accessed as part of the STIP Augmentation and therefore not require reprogramming of any STIP funding for PPM purposes. The CTC is scheduled to adopt the STIP

Augmentation Fund Estimate on December 14, 2006. In preparation, MTC is encouraging the CMAs to begin its STIP Augmentation project selection process. As part of the process, the STA is proposing to program the full 5% of STIP Augmentation funds towards PPM activities for an estimated total amount of \$814,000.

The STIP PPM funds would be used to expand STA's planning, programming and monitoring efforts with additional staff support, and will provide for the opportunity to complete additional preliminary engineering studies (PSRs), which are required for projects prior to programming STIP funds. The use of STIP PPM funds will reduce the necessity to swap future STIP funds with STP and CMAQ funds. In addition, the funds could be used for updating the existing Major Investment Studies with incorporation of the new Napa-Solano Traffic Demand Model.

Fiscal Impact:

The STA would use up to 5% of the STIP funds for PPM activities. STIP funds are reimbursed by the State as the funds are used.

Recommendation:

Forward a recommendation to the STA Board to approve programming 5% of the STIP Augmentation funds for Planning, Programming and Monitoring (PPM) in the amount of \$814,000.

Attachment:

- A. MTC, STIP PPM Matrix, Funding Increase from AB 2538, version dated 11/15/06.

ATTACHMENT A

**Metropolitan Transportation Commission (MTC)
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)
Funding Increase from AB 2538 (all numbers in thousands)
November 15, 2006**

Previous PPM Limit at 1% of STIP County Share

(revised)

1%	First STIP Share Period (2004 STIP) FY 2004-05 through FY 2007-08					Second STIP Share Period (2006 STIP) FY 2008-09 through FY 2010-11				
	County Share	1% PPM limit	Currently Programmed	Percent Programmed	Avg Avail Per Year	County Share	1% PPM limit	Currently Programmed	Percent Programmed	Avg Avail Per Year
Alameda	\$66,287	\$663	\$663	100%	\$166	\$93,776	\$938	\$938	100%	\$313
Contra Costa	\$42,965	\$430	\$430	100%	\$108	\$60,782	\$608	\$608	100%	\$203
Marin	\$12,555	\$126	\$126	100%	\$32	\$17,760	\$178	\$178	100%	\$59
Napa	\$7,780	\$78	\$78	100%	\$20	\$11,006	\$110	\$110	100%	\$37
San Francisco	\$33,873	\$339	\$339	100%	\$85	\$47,919	\$479	\$479	100%	\$160
San Mateo	\$34,883	\$349	\$349	100%	\$87	\$49,349	\$493	\$493	100%	\$164
Santa Clara	\$77,609	\$776	\$776	100%	\$194	\$109,793	\$1,098	\$1,098	100%	\$366
Solano	\$20,344	\$203	\$203	100%	\$51	\$28,781	\$288	\$288	100%	\$96
Sonoma	\$24,833	\$248	\$248	100%	\$62	\$35,132	\$351	\$351	100%	\$117
Entire Region	\$321,129	\$3,212	\$3,212	100%	\$805	\$454,298	\$4,543	\$4,543	100%	\$1,515

New PPM Limit at 5% of STIP County Share

5%	First STIP Share Period (2004 STIP) FY 2004-05 through FY 2007-08					Second STIP Share Period (2006 STIP) FY 2008-09 through FY 2010-11				
	County Share	5% PPM limit	Currently Programmed	Percent Programmed	Available for 07-08	County Share	5% PPM limit	Currently Programmed	Percent Programmed	Avg Avail Per Year
Alameda	\$66,287	\$3,314	\$663	20%	\$2,651	\$155,112	\$7,756	\$938	12%	\$2,585
Contra Costa	\$42,965	\$2,148	\$430	20%	\$1,718	\$100,538	\$5,027	\$608	12%	\$1,676
Marin	\$12,555	\$628	\$126	20%	\$502	\$29,376	\$1,469	\$178	12%	\$490
Napa	\$7,780	\$389	\$78	20%	\$311	\$18,205	\$910	\$110	12%	\$303
San Francisco	\$33,873	\$1,694	\$339	20%	\$1,355	\$79,262	\$3,963	\$479	12%	\$1,321
San Mateo	\$34,883	\$1,744	\$349	20%	\$1,395	\$81,627	\$4,081	\$493	12%	\$1,360
Santa Clara	\$77,609	\$3,880	\$776	20%	\$3,104	\$181,606	\$9,080	\$1,098	12%	\$3,027
Solano	\$20,344	\$1,017	\$203	20%	\$814	\$47,606	\$2,380	\$288	12%	\$793
Sonoma	\$24,833	\$1,242	\$248	20%	\$994	\$58,111	\$2,906	\$351	12%	\$969
Entire Region	\$321,129	\$16,056	\$3,212	20%	\$12,844	\$751,443	\$37,572	\$4,543	12%	\$12,524

Increase in PPM Limit from 1% to 5% of STIP County Share (New Capacity Available for Programming)

Increase	First STIP Share Period (2004 STIP) FY 2004-05 through FY 2007-08					Second STIP Share Period (2006 STIP) FY 2008-09 through FY 2010-11				
	County Share	5% PPM limit	1% PPM limit	Percent Remaining	Available for 07-08	County Share	5% PPM limit	1% PPM limit	Percent Remaining	New Avg Avail Per Year
Alameda	\$66,287	\$3,314	\$663	80%	\$2,651	\$155,112	\$7,756	\$938	88%	\$2,273
Contra Costa	\$42,965	\$2,148	\$430	80%	\$1,718	\$100,538	\$5,027	\$608	88%	\$1,473
Marin	\$12,555	\$628	\$126	80%	\$502	\$29,376	\$1,469	\$178	88%	\$430
Napa	\$7,780	\$389	\$78	80%	\$311	\$18,205	\$910	\$110	88%	\$267
San Francisco	\$33,873	\$1,694	\$339	80%	\$1,355	\$79,262	\$3,963	\$479	88%	\$1,161
San Mateo	\$34,883	\$1,744	\$349	80%	\$1,395	\$81,627	\$4,081	\$493	88%	\$1,196
Santa Clara	\$77,609	\$3,880	\$776	80%	\$3,104	\$181,606	\$9,080	\$1,098	88%	\$2,661
Solano	\$20,344	\$1,017	\$203	80%	\$814	\$47,606	\$2,380	\$288	88%	\$697
Sonoma	\$24,833	\$1,242	\$248	80%	\$994	\$58,111	\$2,906	\$351	88%	\$852
Entire Region	\$321,129	\$16,056	\$3,212	80%	\$12,844	\$751,443	\$37,572	\$4,543	88%	\$11,010

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DATE: November 13, 2006
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Routes of Regional Significance

Discussion:

On November 8, 2000, the STA Board approved its first "Routes of Regional Significance" map. The map includes the entire State Highway system in Solano County, plus those existing local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

The initial map was intended to only depict those routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and existing levels of service were mainly used to develop the map. The map was also used for the initial traffic analysis for the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was later used to update the Solano Napa Travel Demand Model Countywide Traffic Model. The same map was re-adopted in the Solano CTP Update in May 2005.

In the 2005 CTP, the STA Board also identified the "Federal Functional Roadway Classifications," that includes all roads that are eligible to receive federal transportation funding. This more detailed map includes many additional local roadways, and serves a much different purpose than only those primary routes included in the Routes of Regional Significance.

When the "Routes of Regional Significance" map was first developed, it was assumed that after further analysis, if there were any new or other significant roads identified for review that would be needed over the next 25 years, they could be added to the system. In recent discussions with various member agencies, the need to consider additional "reliever routes", frontage roads, arterials or major collector roads to this system has been requested. In addition, because of the increased traffic volumes along certain corridors, the categories for some of the routes need to be re-examined, particularly since the map should meet the projected demand for at least the next 25-30 years.

The "Routes of Regional Significance" map include the following six functional classifications:

- Urban Interstate Freeway – limited access interregional roadway
- Urban Freeway – limited access regional roadway
- Urban Major Arterial – access controlled roadway emphasizing mobility within urbanized communities and connections to freeways
- Urban Minor Arterial – roadway emphasizing mobility within urbanized communities and connections to freeways

Rural Major Arterial – roadway emphasizing mobility between urbanized and rural communities and connections to freeways

Major Collector – roadway emphasizing access to major employment, shopping, or freeways

Discussion:

When the initial “Routes of Regional Significance,” map was developed, the major roadways in Solano County were categorized based primarily on their existing daily traffic volumes, design-type, level of service (LOS) and function.

Generally, the following daily hour traffic volume ranges were used to determine which roadways should be included and under which categories:

Urban Interstate Freeway – Includes I-80, I-680, and I-780; Traffic volumes typically range from about 50,000 to 215,000 (or more) daily cars;

Urban Freeway - These include SR 29 and SR 37; Traffic volumes typically range from about 30,000 to 40,000 daily cars;

Urban Major Arterial - Includes Tennessee Street, Columbus Parkway, Lake Herman Road, Air Base Parkway, Peabody Road (portion), Leisure Town Road and Alamo Road (portion); Traffic volumes typically range from about 7,000 to 30,000 daily cars;

Urban Minor Arterial - Includes SR 12 (within Rio Vista) and West A Street, Dixon; Traffic volumes typically range from about 5,000 to 12,000 daily cars;

Rural Major Collector - Includes SR 12 (unincorporated portion), SR 113, Cordelia Road, and Peabody Road (portion), Cement Hill Road (portion); Traffic volumes typically range from about 3,000 to 9,000 (or more) daily cars.

Proposed Criteria – It is recommended that to evaluate any new or revised “Routes of Regional Significance,” that projected traffic volumes for the year 2030 and the design and functionality of the proposed roadway be the two major criteria used to add additional routes (see Attachment B). New routes could include any “reliever routes”, arterials, frontage roads that would fit in the categories and within the range of traffic volumes listed above. In addition, the improvement to the level of service of the nearest adjoining “Route of Regional Significance” should be conducted to determine the benefit of the additional route to the surrounding regional network.

All of the routes included in the revised “Routes of Regional Significance” would then potentially qualify for regional funding under STA’s recently adopted 50/50 regional/local funding policy.

Fiscal Impact:

None.

Recommendation:

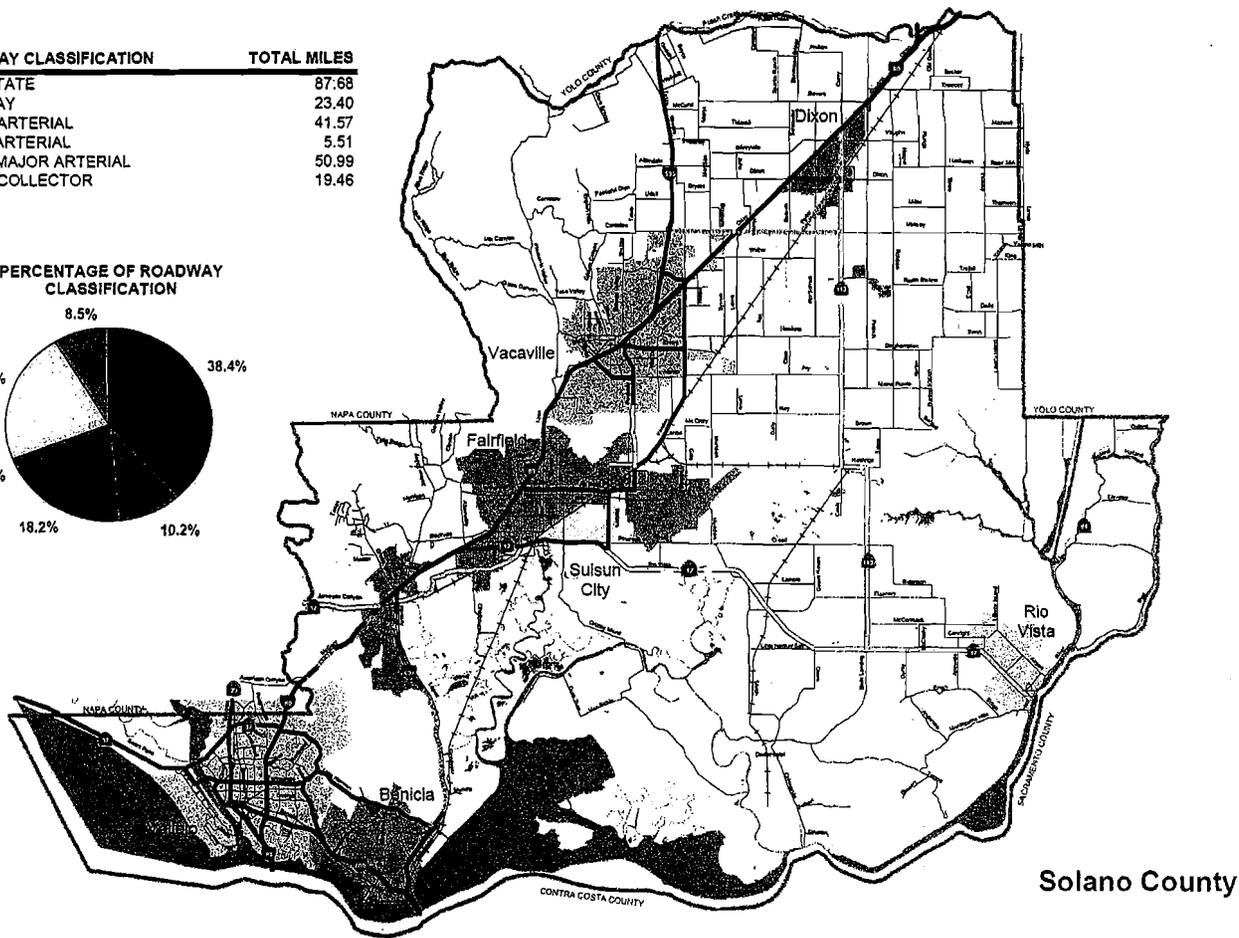
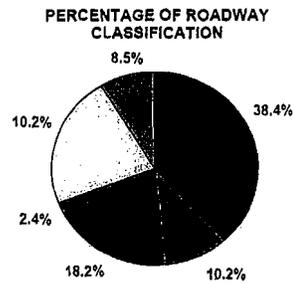
Forward a recommendation to the STA Board to:

1. Request member agencies to submit any new or proposed changes to the “Routes of Regional Significance” no later than January 26, 2007 (see Attachment A);
2. Approve the “Proposed Major Criteria for Adding and Ranking New Routes to the Routes of Regional Significance” (Attachment B);

Attachments:

- A. Existing “Routes of Regional Significance” map
- B. Proposed Major Criteria for Adding and Ranking New Routes to the “Routes of Regional Significance”

ROADWAY CLASSIFICATION	TOTAL MILES
INTERSTATE	87.68
FREEWAY	23.40
MAJOR ARTERIAL	41.57
MINOR ARTERIAL	5.51
RURAL MAJOR ARTERIAL	50.99
MAJOR COLLECTOR	19.46



LEGEND

- Interstate
- Freeway
- Major Arterial
- Minor Arterial
- Rural Major Arterial
- Major Collector

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Proposed Major Criteria for Adding and Ranking New Routes to the “Routes of Regional Significance”

Projected traffic volumes for the year 2030;

1. The design and function of the proposed route (i.e. number of lanes, and the destinations and/or other routes that it would connect);
2. The improvement to the Level of Service (LOS) to the adjoining existing Regional Routes of Significance.



DATE: November 14, 2006
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – November 2006 and Adoption of STA’s 2007 Legislative Priorities and Platform

Background:

Each year, the STA updates its legislative platform that serves as a guide for the monitoring of state and federal legislation that pertains directly to transportation and related issues. The Legislative Priorities and Platform adopted by the STA Board also serve as a guideline for legislative trips to Sacramento and Washington, D.C.

To help ensure the STA’s transportation policies and priorities are consensus-based, the STA’s Legislative Platform and Priorities is first developed in a draft form and then distributed to member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The Draft 2007 Legislative Platform and Priorities was provided to the STA TAC and Consortium on September 27, 2006 for review and comment. In addition, these were printed to the STA Board on October 11, 2006 for review and comment. Staff has also distributed the document to member agencies, Solano County’s federal and state legislative representatives, and other partner agencies for their review and comment.

Discussion:

The 2005-2006 two-year state legislative cycle is now over. The next two-year legislative cycle convenes in January 2007. The STA Board took a Support position on SCA 7 (Proposition 1A), SB 1266 (Proposition 1B), and AB 2538 (Project Programming, Planning and Monitoring), which were all signed by the Governor. AB 1407 (Regional Measure 2 cleanup language) was also signed. The Governor vetoed AB 2444 regarding the levy of vehicle registration fees that the STA Board also supported. All the other bills the STA Board took a Watch or Support position were either vetoed or never made it off the legislative floor. A current Legislative Matrix is included as Attachment A.

The STA’s Final Draft 2007 Legislative Priorities and Platform is included as Attachment B. The deadline for submission of comments is November 17, 2006. As of November 14, one letter of comment had been submitted by the City of Benicia, which is included as Attachment C.

Recommendation:

Forward the Final Draft 2007 Legislative Priorities and Platform to the STA Board for approval.

Attachments:

- A. Legislative Matrix, November 2006
- B. STA’s Final Draft 2007 Legislative Priorities and Platform (dated 11/14/06)
- C. City of Benicia Letter regarding STA Legislative Priorities and Platform

**Solano Transportation Authority
Legislative Matrix
November 14, 2006**

State Legislation

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
AB 1020 (Hancock) Transportation Planning: Improved Travel Models	Requires certain metropolitan planning organizations, including the Metropolitan Transportation Commission, to develop and implement improved regional travel models incorporating smart growth concepts and to undertake other related planning activities.	Vetoed by Governor 09/29/06 Support: <ul style="list-style-type: none"> • Alameda-Contra Costa Transit District • American Lung Assoc. • CA League of Conservation Voters • CA Secure Transportation Energy Partnership • Clean Power Campaign • Coalition for Clean Air • Defenders of Wildlife, CA Program Office • Natural Resources Defense Council • Planning and Conservation League • Sierra Club of CA Oppose: <ul style="list-style-type: none"> • CA Dept. of Finance 	None

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ATTACHMENT A

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
AB 1407 (Lieber) Bridge Toll Cleanup: RM2 & Hybrid Vehicles in HOV Lanes	Modifies existing law related to management structure for Regional Rail Plan in Regional Measure 2 (RM2). Specifies that owner of a hybrid vehicle registered in the 9 county Bay Area who seeks a vehicle identifier in order to use the HOV lanes leading to the state-owned toll bridges must maintain a FasTrak account in order to pay bridge tolls when using the HOV lanes without the required number of occupants. Authorizes MTC, in consultation with a project sponsor, to reprogram RM2 project savings to another project in the same bridge corridor. Also permits MTC to swap RM2 funds on a 1:1 basis for alternate funds for other projects that improve travel options in the bridge corridors. Authorizes a local authority to suspend lane access privileges during periods of peak congestion under certain conditions.	Chaptered by Secretary of State - Chapter 606, Statutes of 2006 09/29/06	None
		Bay Area Toll Auth.-Support CSAC-Watch MTC-Support/Sponsor Santa Clara County-Support/Sponsor	
AB 1783 (Nunez) Infrastructure Bond Proposal	Provides legislative intent to enact the California Infrastructure, Improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006 to provide for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources.	Introduced 1/4/06; In Assembly	Watch 03/08/06
		ABAG-Support LCC-Watch	
AB 2128 (Torrico) Employer Tax Credit: Commuter Benefits	Authorizes an employer until 2017 2018 to claim a tax credit against income taxes up to 60 percent for costs incurred to provide certain, defined commuter benefits to its employees. Restricts such tax credit to expenditures incurred for private-sector transit, defined as private transit motorized vehicles designed to carry 16 or more passengers. Provides that only employers who offer public transit subsidies as well as private transit subsidies may qualify for the tax credit, but that the credit shall only apply for transit benefits for private mass transit. <i>Requires that the owner of such motorized vehicle(s) register the vehicle(s) annually with the Department of Motor Vehicles (Amended 5/3/06)</i>	From committee without further action pursuant to Joint Rule 62(a) 06/08/06	None

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
AB 2444 (Klehs) Vehicle Registration Fee: Congestion Management, Water and Air Quality	Authorizes the congestion management agencies in the 9 Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. Further authorizes the Bay Area Air Quality Management District to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the Bay Area Air Quality Management District would each have responsibility for one half of the revenues derived by this portion of the fee. Caps the amount that these districts may spend on administrative expenses at 5 percent. Requires independent audit within 2 years after fee becomes operative and each year after that date.	Vetoed 09/22/06 <u>Support:</u> 35 agencies/organizations <u>Oppose:</u> 6 agencies/organizations	Support 07/12/06
AB 2538 (Wolk) Project Programming, Planning & Monitoring (PPM) Funds	Provides that each county may request up to 5 percent of its county share in the State Transportation Improvement Program (STIP) for the purpose of project planning, programming, and monitoring.	Chaptered by Secretary of State - Chapter 821, Statutes of 2006 09/30/06 <u>Support:</u> <ul style="list-style-type: none"> • MTC • VTA-Santa Clara • CCTA-Contra Costa • SCTA-Sonoma • OCTA-Orange • NCTPA-Napa 	Support and co-sponsor 03/08/06
SB 44 (Kehoe) General plan: Air Quality Element	Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later from one year from the date specified for the next revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.	Amended with new subject no longer relevant to STA 8/24/06 ABAG-Watch BAAQMD-Support	Request comments from cities & counties 05/11/05

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
SB 1024 (Perata) Public Works & Improvements: Bond Measure	Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount in state general obligation bonds on the June 2006 election for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, environmental enhancement projects, transit-oriented development, affordable housing, local bridge seismic retrofit, state-local partnership program, transit security and grade crossings subject to voter approval. (Amended 1/26/06)	Held in Assembly 1/31/06	Watch 05/11/05, 03/08/06
		ABAG-Watch BAAQMD-Support MTC-Support	
SB 1165 (Dutton) Transportation Bond Acts of 2006, 2008 & 2012	Enacts the governor's proposal to issue general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects. (Introduced 1/10/06)	Suspended by Senate Transp & Housing and Env Quality Committees 1/19/06	Watch 03/08/06
		LCC-Watch	
SB 1266 (Perata) Proposition 1B Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	This bill, subject to voter approval at the November 7, 2006, statewide general election, would enact the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit & passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street & road improvement, congestion relief, and traffic safety.	Enacted, Chapter 25, Statutes of 2006 5/16/06	Support/ endorse 07/12/06

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration	Authorizes a congestion management agency, by a majority vote of the governing board, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee up to \$25 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. Definitions of "congestion mitigation" and "pollution prevention" were more narrowly focused in the amendment of 08/07/06, and the bill has not yet made it out of committee.	Amended 08-07-06 Held under submission by Assembly Appropriations Committee 08-17-06	Support 07/12/06
		<u>Support:</u> Alameda County Congestion Management Agency City of Oakland City/County Assoc. of Governments of San Mateo County Counties of Marin and Santa Clara Santa Clara Valley Transportation Authority Santa Clara Valley Water District	
SB 1694 (Aanestad) Federal Funds: Allocation to Counties	Requires that counties receive \$30 million or 15 percent of the discretionary portion of the Equity Bonus for the federal-aid secondary road system. (Amended 4/19/06)	Held in Com. and under submission 05/25/06.	None
		CSAC-Support MTC-Oppose	
SB 1719 (Perata) Proposition 42: Transportation Investment Fund	Provides for the distribution of funding from Proposition 42 after FY 2008-09, maintaining the existing 40/40/20 split between the State Transportation Improvement Program (STIP), local streets and roads, and the Public Transportation Account respectively. Requires cities and counties to spend at least what they were spending, on average, over the period 1996-1999.	Amended with new subject no longer relevant to STA 8/24/06	None

State Legislation Bill/Author	Subject	Status of Bill	STA Position
		Others' Position	
SB 1812 (Runner) Caltrans' participation in a federal surface transportation project delivery pilot program	Authorizes the State of California to consent to the jurisdiction of the federal courts with regard to the responsibilities assumed pursuant to the surface transportation project delivery pilot program authorized in the Safe Accountable, Flexible Efficient Transportation Equity Act (SAFETEA). This program allows the Secretary of the U.S. Department of Transportation to permit up to 5 states, including California, to participate in a program whereby the state assumes responsibility for assuring compliance with certain federal environmental laws, including the National Environmental Policy Act. Provides that the law shall expire in 2009 but that the state shall remain liable for any decisions made pursuant to the law prior to its repeal	Senate Appropriations Committee 5/25/06 CSAC-Support LCC-Support	Support 05/10/06
SCA 7 (Torlakson) Proposition 1A Proposition 42 Protection	Modifies the suspension provision in Proposition 42 to provide that the transfer of gasoline sales tax revenues to transportation may only be suspended twice in a decade, and that such a suspension must be repaid within three years with interest. A second suspension may not be made until the first one is repaid.	Enacted, Chapter 49, Statutes of 2006	Support/endorse 07/12/06
SCR 123 (Florez) Joint Legislative Committee on High-Speed Trains	Would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California.	To Assembly 8/22/06	Watch 07/12/06

California Legislature
2005-06 Regular Session Calendar

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

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IMPORTANT DATES OCCURRING DURING FINAL CALIFORNIA LEGISLATURE RECESS

2006

- Sep. 30 — Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in his possession on or after Sept. 1 (Art. IV, Sec.10(b)(2)).
- Oct. 2 — Bills enacted on or before this date take effect January 1, 2007 (Art. IV, Sec. 8(c)).
- Nov. 7 — General Election.
- Nov. 30 — Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).
- Dec. 4 — 2007-08 Regular Session convenes for Organizational Session at 12 noon (Art. IV, Sec. 3(a)).

2007

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

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

109th United States Congress
2006 Session Calendar

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

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Solano Transportation Authority
Final Draft 2007 Legislative Priorities and Platform

(11/14/06)

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
 - a. I-80/I-680/SR 12 Interchange*
 - North Connector
 - Cordelia Truck Scales
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge or modify Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) governing boards and their respective responsibilities.
6. Monitor any new bridge toll proposals, support the implementation of Regional Measure 2 (RM 2) funded projects.
7. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
8. Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

* *Federal Priority Projects*

DRAFT 2007 STA LEGISLATIVE PRIORITIES AND PLATFORM

I. Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
3. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
5. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
7. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

DRAFT 2007 STA LEGISLATIVE PRIORITIES AND PLATFORM

4. Support legislation confirming in the California Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
5. Support legislation that increases employers' opportunities to offer commute incentives and their value.

III. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

V. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.

DRAFT 2007 STA LEGISLATIVE PRIORITIES AND PLATFORM

6. Advocate for primacy of general transportation infrastructure funding over new high-speed rail project and new regionally sponsored ferry services through the Bay Area Water Transit Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support ongoing efforts to protect and enhance federal funding as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
16. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

DRAFT 2007 STA LEGISLATIVE PRIORITIES AND PLATFORM

VI. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

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CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4210 • FAX (707) 747-8120

JIM ERICKSON
City Manager

RECEIVED

October 25, 2006

OCT 30 2006

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

SOLANO TRANSPORTATION
AUTHORITY

SUBJECT: STA 2007 LEGISLATIVE PRIORITIES AND PLATFORM

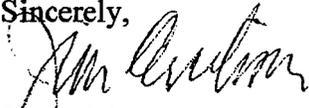
Dear Daryl:

Thank you for the opportunity to comment on the Solano Transportation Authority's (STA) Legislative Priorities and Platform for the upcoming year. I reviewed the draft document with my Public Works Director and listed below are the comments we have at this time:

1. Are the priority projects listed on page 1, item 3 established? It is our understanding that revisions were to be made pursuant to the project priority setting process underway to identify both Track 1 and Track 2 projects. If so, please consider Benicia's priority projects in the listing.
2. Consider revising the priority project listing for item 3.b on page 1 to read "Freeway Reliever Route Projects" with sub-listings given. In addition to the Jepson Parkway and North Connector projects, it is requested that the Columbus Parkway Reliever Route also be included in the sub-listings.
3. Consider revising the description of item 3.d on page 1 and item X.2 on page 6 to include a reference for possible ferry service to Benicia as part of the Baylink ferry system.

Should you need any additional information or have any further questions regarding this matter, just give me a call at (707) 746-4200.

Sincerely,


Jim Erickson
City Manager

cc: Dan Schiada, Director of Public Works
Jayne Bauer, Marketing and Legislative Program Manager ✓

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DATE: November 13, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Route 30 and 90 Service and Funding Agreement

Background:

Fairfield-Suisun Transit (FST) has been operating Rt. 30 on behalf of the Solano Transportation Authority (STA) since 2000. With the transfer of Rt. 90 from Vallejo Transit to Fairfield/Suisun Transit (FST), the STA was requested to provide management oversight to Rt. 90. Both Rt. 30 and 90 are funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured other funds for these routes. This includes Transportation Funds for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. Rt. 90 is also a recipient of Regional Measure 2 (RM2) funds.

Route 30 operates five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. Rt. 90 operates between Suisun City, Fairfield, and El Cerrito del Norte BART Station during peak and non-peak periods Monday through Friday.

Discussion:

The proposed agreement between the STA and Fairfield/Suisun Transit (FST) will cover the timeframe from FY 2006-07 with an option to extend the contract twice for 2 additional years. The agreement provides guidance on the roles and responsibilities of the two agencies. In brief, FST operates the service as part of its range of local and inter-city fixed route services and the STA provides general management oversight on behalf of the funding partners. FST will provide monthly reports to the STA that will summarize the routes' performance, costs, and issues. The STA has also taken a lead role in marketing the services and providing more extensive customer service including to markets outside the county.

The funding distribution for FY 2006-07 has been approved as part of the approval of the Intercity Transit Funding agreement for both Rts 30 and 90. For the years beyond FY 2006-07, the total cost and funding distribution is being developed as part of the Intercity Transit Funding effort.

Fiscal Impact:

Funding for Rt. 30 and Rt. 90 have been agreed to for FY 2006-07 as part of the Intercity Transit Funding agreement. The funding is shared by multiple jurisdictions (Cities of Fairfield, Suisun City, Vacaville, Dixon) and the County of Solano. The STA has also approved Northern County State Transit Assistance Funds (STAF) for Rt. 90 as well as developed a Solano Regional Measure 2 funding plan which includes Rt. 90. Farebox revenue is another source of funds for both these routes.

Recommendation:

Forward a recommendation the STA Board to authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.



DATE: November 13, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Countywide Transportation for Livable Communities (TLC) Program
Capital Grants

Background:

The Solano Transportation for Livable Communities (TLC) Program provides federal funds for transportation infrastructure improvements that provide congestion relief for pedestrian, bicycle and transit users. The key objectives of this program are to encourage pedestrian, bicycle and transit trips that links land uses to alternative transportation modes and support a community's larger infill development or revitalization effort. The program also provides for a wider range of transportation choices, connectivity, improved internal mobility, and stronger sense of place. Typical TLC capital projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, traffic calming and streetscapes. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, final design and/or construction.

On March 8, 2006, the STA Board adopted the Solano Transportation Authority's (STA) Alternative Modes Funding Strategy in which nearly \$3.2 million was identified from Transportation Enhancements (TE) and Congestion Mitigation Air Quality (CMAQ) funds for the FY 2007-08 and FY 2008-09 Solano TLC Program years. Of the \$3.2 million, approximately \$1 million is available exclusively for Northern Solano County cities and unincorporated area (i.e. Dixon, Rio Vista, Vacaville and Northern Solano County) through the Eastern Solano County Congestion Mitigation Air Quality (Eastern CMAQ) program.

On June 14, 2006, the STA Board issued a call for TLC Capital Projects with a deadline of September 11, 2006 for application submittals. During the months of June through August 2006, STA staff provided presentations with an overview of the STA's TLC program to Solano County cities and county planning commissions or planning committees.

Discussion:

The STA received applications from the cities of Benicia, Suisun City, and the County of Solano, for total requests of \$1,872,200. This leaves a remaining balance of \$1,323,000 of TLC Capital funds that will need to be programmed to TLC projects that can obligate the funds for the FY 2008-09 program year.

All three TLC application submittals are included as Attachments A, B, and C to this report.

The City of Benicia requested \$1 million to complete the State Park Road Bike and Pedestrian Bridge project. This project consists of a Class I bicycle, pedestrian and equestrian bridge and path facility over Interstate 780 from the intersection of Rose Drive/Columbus Parkway into the Benicia State Recreation Area. This area is a focus for shopping, medical services, restaurants, and single- and multi-residential uses, all which would benefit from the safe connectivity to the recreational area. This project is situated near a future park and ride lot northeast of the Rose Drive Shopping Center. There is the potential for Benicia Breeze Routes 15 and 21 to transport transit riders from the downtown, the high school, and middle school areas to the intersection of Rose Drive/Columbus Parkway where they walk or ride their bicycles into the recreation area. Currently the transit riders that walk or take their bicycles on the bus would have to cross the narrow and highly pedestrian/bicycle unfriendly freeway ramp bridge. Consequently, the proposed project will make this journey safer and thereby promote an additional destination for Benicia Breeze.

The County of Solano requested \$500,000 for their Old Town Cordelia Improvement Project. The proposed project consists of safety improvements and enhancements along Cordelia Road in Old Town Cordelia, between Lopes Road and Pittman Road, including a separated multi-use bicycle/pedestrian path, new crosswalks, pedestrian-scale lighting and new street landscaping. The basis of the proposed project comes from the Old Town Cordelia Improvement Project Concept Plan originally funded with the Metropolitan Transportation Commission (MTC) TLC planning funds and developed through a collaborative process with the Cordelia Area Task Force, the County of Solano, City of Fairfield and the STA.

The City of Suisun City requested \$372,200 to complete the Driftwood Drive Waterfront Pedestrian Plaza. The proposed project includes pedestrian walkways and a park area that will link previously completed pedestrian walkways from the transit oriented residential and affordable neighborhoods east of the Suisun Slough to downtown businesses, the waterfront, and the Suisun/Fairfield Amtrak Train Depot. The project will also provide a focal point and activity center within the downtown waterfront area.

STA staff has contacted each agency to assess the likelihood that each of the TLC projects would be able to obligate their funds on time to meet federal funding requirements. STA staff has determined that all three TLC project applications meet the basic eligibility requirements and are consistent with the Solano TLC Program Guidelines. Therefore, STA staff is recommending approval of TLC funds in the amounts requested.

STA staff is also recommending that a second call for projects for TLC Capital funds take place during spring 2007 to allow STA member agencies adequate time to prepare applications for the remaining fund balance of \$1,323,000. This will also ensure that projects awarded from the second call for projects will have enough time to obligate their funding by the FY 2008-09 program year deadline. However, it is important to note that funding for the second call for projects will be primarily targeted for Eastern CMAQ eligible applicants since \$1 million is available exclusively for them. STA staff estimates \$323,000 will be available for non-Eastern CMAQ eligible agencies.

Fiscal Impact:

No impact to STA's General Fund Budget.

Recommendation:

Forward a recommendation to the STA Board to approve the following Solano Transportation for Livable Communities (TLC) Capital funds:

- City of Benicia- State Park Road Overcrossing (\$1,000,000)
- Suisun City- Driftwood Drive (\$372,000)
- Solano County- Old Town Cordelia Improvement Project (\$500,000)

Attachments:

- A. City of Benicia TLC Application Summary*
- B. City of Suisun City TLC Application Summary*
- C. County of Solano TLC Application Summary*

*Full application copies are available upon request.

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Solano Countywide Transportation for Livable Communities (TLC) Programs Application- September 11, 2006

Project title: State Park Road Bike and Pedestrian Bridge

Project sponsor: City of Benicia

Address: 250 East L Street. Benicia, California 94510

Contact person: Michael Throne, City Engineer

Phone No: 746-4240

E-Mail: Michael.Throne@ci.benicia.ca.us

Total project cost: \$3,050,000

Total TLC Request: \$1,000,000
(**\$50,000 Minimum/
\$500,000 Max per year**)

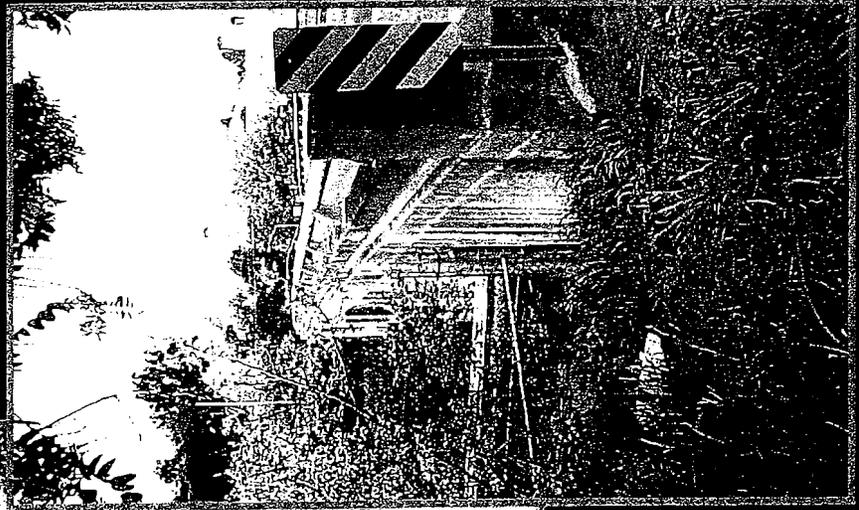
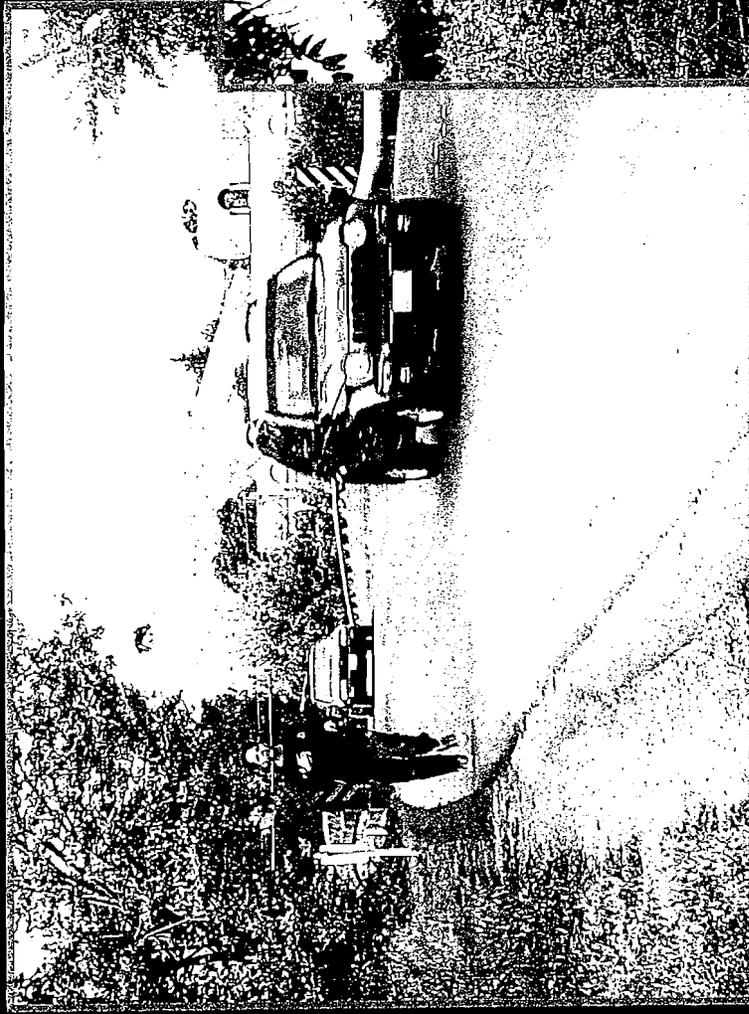
Fiscal Year- (Indicate which fiscal year TLC capital funds would be programmed. Unless the project is 100% ready to be delivered, it is strongly suggested to program the funds in FY '08-'09)	\$500,000	<i>FY 2007-'08</i>
	\$500,000	<i>FY 2008-'09</i>

Local match: \$115,000 *Source:* City of Benicia General Fund

Project Summary:
(please provide a detailed one-paragraph summary of the proposed project)

Construct a Class I bicycle, pedestrian and equestrian bridge and path facility over Interstate 780 from the intersection of Rose Drive/Columbus Parkway into the Benicia State Recreation Area. This project seeks to close the gap between the residential areas of Benicia and Vallejo and link them to the San Francisco Bay Trail and Benicia State Recreation Area by means of a safe and separate path and bridge across the freeway. The very narrow freeway ramp bridge (a structure never intended to be used in this manner) forces pedestrians and cyclists to share the pavement with motor vehicles. This project will eliminate this hazardous situation and provide bikes, horses, and pedestrians their own safe access to the state park. The new pathway will be approximately 12 feet wide and 1,300 feet long and will require widening of the freeway ramp bridge for the pathway.

State Park Road Bike/Pedestrian Bridge



Existing Conditions



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Solano Countywide Transportation for Livable Communities (TLC) Programs Application- July 2006

Project title: Driftwood Drive Waterfront Pedestrian Plaza

Project sponsor: Suisun City Redevelopment Agency

Address: 701 Civic Center Boulevard
Suisun City, California 94585

Contact person: Lee Braddock Evans-Associate Engineer/Project Manager

Phone No: 707-421-7343

E-Mail: levans@suisun.com

Total project cost: \$887,000.00

Total TLC Request: \$372,200.00
(**\$50,000 Minimum/
\$500,000 Max per year**)

Fiscal Year- X FY 2007-'08
(Indicate which fiscal year FY 2008-'09
TLC capital funds would
be programmed. Unless
the project is 100% ready
to be delivered, it is
strongly suggested to
program the funds in FY
'08-'09)

Local match: \$42,803.00 *Source:* Suisun City (Match for Solano TLC Grant)
\$122,311.00 *Source:* Suisun City (Match for \$350,000.00 Federal
TLC Grant)
Source:

Project Summary:

(please provide a detailed one-paragraph summary of the proposed project)

The City of Suisun City's Driftwood Drive Waterfront Pedestrian Plaza Plan proposes pedestrian walkways and a park area that will link previously completed pedestrian walkways from the transit oriented residential and affordable neighborhoods east of the Suisun Slough to downtown businesses, the waterfront, and the Suisun/Fairfield Amtrak Train Depot. The project will also provide a focal point and activity center within the downtown waterfront area.

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**Countywide Transportation for Livable Communities
(TLC) Programs Application - September 2006**

Project title: Old Town Cordelia Improvement Project

Project sponsor: Solano County (Dept. of Res. Mgmt., Public Works Engineering)

Address: 675 Texas Street, Suite 5500, Fairfield, CA 94533-6341

Contact person: Paul Wiese, Engineering Manager

Phone No: (707) 784-6072

E-Mail: PWWiese@SolanoCounty.com

Total project cost: \$558,000 (Phase 1)

Total TLC Request: \$500,000

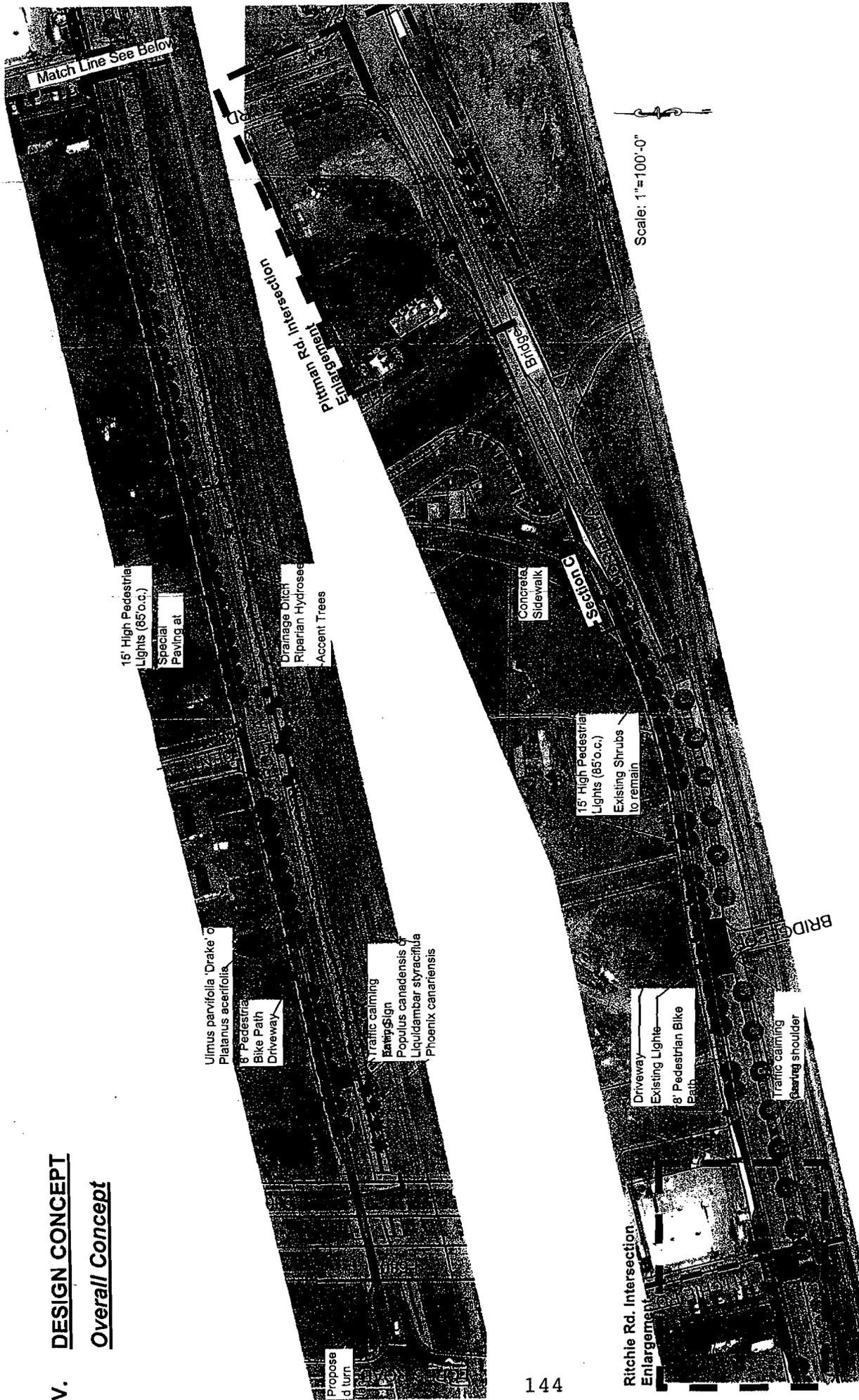
Fiscal Year: FY 2008-09

Local match: \$58,000 **Source:** Solano County and City of Fairfield

Project Summary: The proposed project consists of safety improvements and enhancements along Cordelia Road in Old Town Cordelia, between Lopes Road and Pittman Road, including a separated multi-use bicycle/pedestrian path, new crosswalks, pedestrian-scale lighting, and new street landscaping

IV. DESIGN CONCEPT

Overall Concept





DATE: November 15, 2006
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: State Route (SR) 12 Truck Climbing Lane Project Letter

Background:

Caltrans proposes to construct a truck climbing lane on westbound Route 12 (Jameson Canyon Road) from postmile markers 1.5 to 2.79 (nearly half the length of SR12 West from I-80). The new truck climbing lane will bring the shoulders on the westbound side of SR12 up to Caltrans standards of 2.4 meters (nearly 8 feet) and 3.0 meters (nearly 10 feet) at retaining wall locations. The existing 1.0 meter to 1.2 meter shoulders on the eastbound lanes will remain the same. The entrance to the existing Class I path along the north side of I-80 to Red Top Road will be improved to accommodate the additional truck climbing lane and shoulders.

The project's design is currently 35%, preliminary designs are underway and permits for environmental & right-of-way are being negotiated. This project has again been delayed in the State Highway Operations Protection Program (SHOPP) from being funded in fiscal year 2007/08 to fiscal year 2008/09.

Discussion:

At a special BAC meeting held on August 17, 2006, the BAC received a presentation from Nick Endrawos, the Caltrans District 4 Project manager of the State Route 12 Truck Climbing Lanes project. An action item was added to the BAC agenda to ask the STA to send a letter to Caltrans regarding the truck climbing lane project's bicycle issues (see Attachment A). The BAC vote to table this item and bring back a revised draft to include a number of comments made during the August 17th BAC meeting.

STA Staff has drafted a letter which incorporates the issues raised during the meeting (see Attachment B).

Several bicycle issues were raised with regards to the truck climbing lane project:

- Crossing SR12 at Red Top Road is already hazardous. Adding an additional lane to cross degrades the current bicycle access.
- The proposed increased shoulder widths of 8-10 feet will create sufficient room for a Class III bicycle path in the westbound direction. However, the Project Report for the Truck Climbing Lanes Project does not reference the STA's Solano Countywide Bicycle Plan, which calls for either a Class I or Class II bicycle path along SR12.

As part of the discussion, BAC members were able to discuss possible bicycle facility improvements to the truck climbing lanes project that would increase safety for bicyclist who cross SR12 at Red Top Road. Mr. Endrawos asked that a letter to Caltrans include these proposals:

- Add rumble strips along the westbound shoulder to increase motorist awareness of leaving the road and entering shoulder and bicycle space.
- Add a bicycle/pedestrian refuge island in the space made for the designed left turn pocket.
- Add bicycle/pedestrian route & crossing signage at the entrance to the existing Class I bicycle and pedestrian facility on the north side of SR12 for both directions of SR12 traffic.
- Add bicycle and pedestrian access tubes near I-80, under the SR12 on & off ramps to ensure safe bicycle and pedestrian access during the construction of not only the Truck Climbing Lanes project, but also subsequent projects planned for the Cordelia Area (such as the North Connector Project and the I-80/I-680/SR12 Interchange Project).

At the BAC's regular October 5, 2006 meeting, they recommended that "the STA send a letter to Caltrans regarding the Bicycle Advisory Committee's (BAC) bicycle concerns and suggestions for Caltrans' State Route 12 Truck Climbing Lane Project". The BAC made a few additions to the letter, requesting a Class II bike path to accompany the rumble strip as well as a more specific description of where a bicycle/pedestrian refuge island would be located.

Fiscal Impact:

There is not STA fiscal impact for this recommendation.

Recommendation:

Forward a recommendation to the STA Board requesting that the STA send a letter to Caltrans regarding the Bicycle Advisory Committee's (BAC) bicycle concerns and suggestions for Caltrans' State Route 12 Truck Climbing Lane Project.

Attachment:

- A. Bicycle Advisory Committee (BAC) letter regarding Caltrans' State Route 12 Truck Climbing Lane Project

October 23, 2006

Nick Endrawos
Caltrans District 4
SR12 Truck Climbing Lanes Project Manager

Dear Mr. Endrawos

First, I would like to thank you for attending the Solano Bicycle Advisory Committee (BAC) meeting on August 17, 2006 and presenting an overview of Caltrans' SR12 Truck Climbing Lanes Project. One of the responsibilities of the BAC is to advise the STA Board on transportation projects that might have an affect on the planned bicycle projects and current bicycle mobility in Solano County.

During the BAC meeting discussion, several bicycle issues were raised regarding the SR12 Truck Climbing Lanes Project. BAC members described how crossing SR12 at Red Top Road is already hazardous and that adding an additional lane to cross degrades the current bicycle access. The proposed increased shoulder widths of 8-10 feet will create sufficient room for a Class III bicycle path in the westbound direction. However, the Project Report for the Truck Climbing Lanes Project does not reference the STA's Solano Countywide Bicycle Plan, which calls for either a Class I or Class II bicycle path along SR12.

Members of the BAC are recommending the following design solutions to help mitigate these bicycle hazards:

- Add rumble strips and a Class II bicycle path along the westbound shoulder to increase motorist awareness of leaving the road and entering shoulder and bicycle space.
- Add a bicycle/pedestrian refuge island in the space made for the designed left turn pocket at Red Top Road and the existing Class I bicycle & pedestrian facility.
- Add bicycle/pedestrian route & crossing signage at the entrance to the existing Class I bicycle and pedestrian facility on the north side of SR12 for both directions of SR12 traffic.
- Add bicycle and pedestrian access tubes near I-80, under the SR12 on & off ramps to ensure safe bicycle and pedestrian access during the construction of not only the Truck Climbing Lanes project, but also subsequent projects planned for the Cordelia Area (such as the North Connector Project and the I-80/I-680/SR12 Interchange Project).

In the sprit of Deputy Directive 64, please consider incorporating these non-motorized vehicle designs into the State Route 12 Truck Climbing Lanes project.

Thank you,

Glen Grant
STA BAC, Chairperson

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DATE: November 13, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) North Connector
3.) I-80 HOV Project: Red Top Road to Air
Base Parkway
4.) Jepson Parkway
5.) Highway 12 (Jameson Canyon)
6.) I-80 SHOPP Rehabilitation Project
7.) SR 113 SHOPP (Downtown Dixon)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The State FY 2006-07 budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the State through the TCRP.

Discussion:

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

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

STA, in conjunction with Caltrans and the Federal Highway Administration (FHWA), are in the process of defining the alternatives to be evaluated in the I-80/I-680/SR12 Interchange Environmental Document (ED). An open house to present these alternatives to the public is currently being planned for the 1st Quarter of 2007. Once the alternatives (to be evaluated in the ED) are finalized, environmental technical studies and the Draft ED will be prepared and the Draft ED will be circulated for public comment. The Draft ED is currently anticipated to be completed in summer 2008. The Final ED is anticipated to be completed in the fall of 2009. The ED is being funded with \$8.1 million from the TCRP.

2.) North Connector

This project includes roadway improvements that would reduce congestion and improve mobility for local residents north of the I-80 between Highway 12 West and Highway 12 East at Abernathy. The Draft Initial Study /Environmental Assessment (IS/EA) began circulation on November 9, 2006, with a Public Meeting scheduled for

December 14, 2006 at Nelda Mundy Elementary School located in the City of Fairfield. The public review and comment period will continue until December 29, 2006. Following the comment period, a Final EIS/R will be prepared. The Project Approval/Environmental Document (PA/ED) is funded with \$2.7 million from the TCRP.

The STA is completing a Value Engineering Study for the project. The study has proposed improvements for both the East and West Sections. These recommendations will be considered during the design. BKF Engineers is continuing the detailed preliminary engineering and final design for the East Section. Under the current schedule, when environmental clearance is obtained, final design would begin and construction is planned to begin in spring 2008.

The City of Fairfield is the lead agency for implementing the Central Section of the North Connector. The design for this section is underway.

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

This project includes an additional lane in each direction on Interstate 80 (I-80) for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8.5 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on-ramps in order to provide standard on-ramp geometry.

The Draft Environmental Document (ED), which is a Mitigated Negative Declaration (MND), is expected to be circulated in December 2006. The public review and comment period will continue for 30 days once the ED has been circulated. STA staff will provide an overview of this project at the December STA Board meeting. Following the comment period, a Final ED will be prepared. The ED is funded with TCRP and Regional Measure 2 funds. The 65% design plans for the project was submitted to Caltrans on October 30, 2006.

STA has selected the joint venture of Mark Thomas & Co. and Nolte Associates to prepare detailed preliminary engineering and final design for the I-80 HOV Lanes project. Under the current schedule, when environmental clearance is obtained, final design would begin and construction is planned to begin in fall 2008.

4.) Jepson Parkway

The rough draft of the Administrative Draft Environmental IS/R was submitted to STA in September 2006. Based on the local review of the document and an independent consultant, the document will be revised prior to being submitted to Caltrans for review. All of the technical reports have been approved by Caltrans. Public release for the Draft EIS/R is the spring 2007.

5.) Highway 12 (Jameson Canyon and 12/29 Interchange)

Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC. In March 2006, Caltrans obtained a TCRP re-allocation of \$0.5 million to avoid 5 year funding lapse for the \$4.1 million

previously allocated for the PA/ED phase. In March 2006, Caltrans indicated the project had experienced yet another delay in completing the PA/ED phase. The issue sighted was the biological surveys will have to be redone for the; red-legged frog, fairy shrimp, steelhead, and rare plants. The US Fish and Wildlife Service apparently changed sampling protocols for the red-legged frog, so the existing survey is not valid. Additional work started to accommodate the sampling protocol changes in late January 2006. With the extended duration of the schedule for the environmental document, some completed surveys will have to be re-done; this includes the fairy shrimp, steelhead and the plants. This is the critical path and driver of the extended delay. According to Caltrans, the current estimate estimated completion date of the PA/ED is January 2008.

The STA and Napa County Transportation Planning Agency (NCTPA) met in January and July 2006 to confirm the plan to move forward with a joint Memorandum of Understanding (MOU) with Caltrans for this project prior to any further allocation of TRCP funds. STA and NCTPA met with Caltrans in August to discuss the proposed MOU. The draft MOU is scheduled to go to the STA Board in December 2006 to authorize the STA Executive Director to enter into the MOU with Caltrans and NCTPA.

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

Caltrans completed the \$2 million emergency repair project to replace a small portion of the failed pavement within these project limits. In June 2006 the \$42 million SHOPP project that is programmed in the FY 2009-10. Caltrans has committed to advancing this work to FY 2007-08.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which is currently under design by the STA. Because of this overlap, the I-80 HOV Lane Project and this SHOPP Project will stage the work for coordination during construction.

7.) SR 113 (Downtown Dixon)

The \$2.7 million reconstruction of SR 113 in Downtown Dixon project was awarded to Ghilotti Brothers Construction. It began construction after the May Fair. The work required periods of complete closure of SR 113 for the major reconstruction activities. The construction completed in late August 2006 despite delays due to PG&E utility conflicts. The City of Dixon held a special community event prior to re-opening the reconstructed roadway to traffic.

Recommendation:

Informational.

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DATE: November 13, 2006
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of Congestion Management Program (CMP) Consistency Review
of Recently Submitted Development Projects

Background:

The Solano County Congestion Management Program (CMP) requires the Solano Transportation Authority (STA) to review all member agency general plan amendments and/or environmental impact documents for development projects that are not included in the currently adopted CMP model. For any amendments not included in the model, the STA may require the applicant to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the Level of Service (LOS) standards of the CMP be exceeded as a result of the new unanticipated projects, the STA can require a deficiency plan be prepared to mitigate the additional impacts on the countywide CMP system.

Discussion:

During the past year, the STA staff has been reviewing new proposed development projects for consistency with the Solano County CMP. These projects are in various stages of general plan amendment, environmental studies and/or development review. The projects under CMP review are included in Attachment A. STA staff is currently reviewing these projects and has either had a meeting or a call with the city staff and/or developer, has already submitted a letter or is in the process of developing a comment letter requesting a special modeling run per the stipulation of the CMP. Copies of these letters are also provided to the STA Board and TAC member representing the affected agency. If warranted, the sponsor will be required to pay for a special traffic modeling run to determine the actual impacts on the CMP network.

In addition, there are other pending future large projects the STA staff is aware of and plans to monitor and submit a CMP consistency comment letter, as indicated on the bottom of Attachment A.

On a periodic basis, STA staff will continue to provide updates to the STA Board, TAC, and the Solano City and County Planners Group on the status and consistency of any additional major new proposed projects that require a general plan amendment and/or CMP model run and analysis.

Recommendation:

Informational.

Attachment:

- A. Recent and Pending CMP Consistency Review Comments Letters as of 11-13-06

ATTACHMENT A

Recent CMP Consistency Review Comment Letters – As of 11-13-06

Jurisdiction	Project	Location	Review Status
City of Dixon	Dixon Downs/retail and office project	North Dixon Area near I-80	On November 30, 2005, STA submitted CMP consistency comment letter
City of Fairfield	Villages at Fairfield Project	Northeast of Air Base Parkway and Air Base Parkway and North of the future Manual Campos Parkway	On 4-25-05, STA staff submitted a CMP consistency comment letter.
City of Fairfield	Wal-Mart Supercenter	West side of North Texas Street, between Atlantic Avenue and Hawthorne Dr.	On May 1, 2006, STA staff submitted comments on the Draft EIR and General Plan Amendment.
City of Rio Vista	Del Rio Hills	South of S.R. 12/E. of Church Road	On October 18, 2006, STA staff submitted comments on the Notice of Preparation.
City of Suisun City	Gentry – Suisun Project	South of SR 12, east and west of Pennsylvania Avenue	On May 24, 2006 deadline STA staff submitted comments on the Draft EIR and General Plan Amendment.
City of Suisun City	Walters Road West Commercial Project	Northwest Corner of Walters Road and SR 12	On August 9, 2006, STA staff submitted a comment letter on the Notice of Preparation.
City of Vacaville	Lagoon Valley	South Vacaville area/I-80	On April 19, 2004, STA staff submitted a comment letter requesting special model run. City agreed to conduct a special modeling run as part of Project Study Report (PSR) process and agreed to reference this commitment in the Final EIR on project.
City of Vallejo	Bordoni Ranch	Columbus Parkway	Draft EIR received by STA in December 2004; STA letter requesting special model run sent 1-3-05. special modeling run was conducted by STA in May 2005. project was deemed consistent with CMP in letter from STA to City of Vallejo dated 9-14-05.

Pending CMP Consistency Review Comment Letters

City of Rio Vista	Riverwalk	South of S.R. 12/E. of Church Road	By December 4, 2006, STA plans to submit comments on the Draft EIR for the project.
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DATE: November 13, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Metropolitan Transportation Commission (MTC) 2006 Local Streets
and Road Maintenance Cost and Revenue Survey

Background:

The Metropolitan Transportation Commission (MTC) surveys local jurisdictions on a biennial basis to determine the local streets and road shortfall projects. The shortfall is based on the difference between the long-range estimates of the capital maintenance need and the projected revenues available to meet this need. The shortfall projections will likely inform both the MTC's 25-Year Regional Transportation Plan (RTP) and well as upcoming cycles of regional funding for local streets and roads. MTC is currently seeking all local jurisdictions to complete the 2006 Local Streets and Road Maintenance Cost and Revenue Survey.

Discussion:

The 2006 Local Streets and Road Maintenance Survey were initiated by MTC on November 1, 2006. The Local Streets and Roads Committee of MTC played a key role in improving the survey with the goal of streamlining the survey while ensuring that it will help yield information the region needs to prepare an accurate estimate of need, revenue, and funding shortfalls for the local streets and roads. MTC has stated that *failure to provide an accurate response to this survey could negatively impact the amount of funding the local agency receives from regional sources.* Responses to the survey are due back to STA no later than December 31, 2006. STA will forward the responses to MTC as soon as they are received. The initial survey results in 2002 from local jurisdictions were the basis for increasing the Local Streets and Roads funding in the RTP from \$140 million to \$990 million between the 2001 and 2004 RTPs.

MTC will provide a local workshop on December 6, 2006 from 10 AM to noon. The workshop will be held in the City of Fairfield. Attachment A is the Memo from MTC providing details on completing the survey. The excel survey spreadsheet was forwarded electronically to each local jurisdiction on November 3, 2006.

Fiscal Impact:

None to the STA. MTC may make receiving some regional funds for streets and roads contingent on returning the completed survey.

Recommendation:

Informational.

Attachment:

- A. 2006 MTC Local Survey Letter and Instructions

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METROPOLITAN
TRANSPORTATION
COMMISSION

ATTACHMENT A
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

November 1, 2006

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San Francisco Mayor's Appointee

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Association of Bay Area Governments

Sbelia Young
Cities of Alameda County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

RE: 2006 Local Street and Road Maintenance Cost & Revenue Survey

Dear Public Works Director / Representative:

It is time once again to complete the biennial Local Streets and Roads (LS&R) survey. You and/or your staff may recall having participated in this survey two years ago. The results of the last survey helped us to better gauge the costs and funding situation associated with maintaining the region's local street and road network, and led to significant changes in the way MTC allocates regional funding to cities and counties for local streets and roads maintenance.

The information that you are being asked to submit will be used by MTC to prepare long-range estimates of the capital maintenance "need" for local streets and roads, as well as the revenues available to meet those needs, and the shortfalls that exist between the two. The shortfall projections will likely inform both MTC's next 25-Year Regional Transportation Plan as well as upcoming cycles of regional funding for local streets and roads. Failure to provide an accurate response to this survey could negatively impact the amount of funding your jurisdiction receives from regional sources. In addition, we hope that the estimates derived from the survey will lend support to jurisdictions at the local, county and regional levels for better funding of LS&R maintenance in general.

There are four main sections to the survey: 1) jurisdictional information, 2) pavement costs, 3) non-pavement assets, and 4) revenue information. There is a detailed set of instructions for completing each section attached to this letter. Survey responses should be compiled, or at a minimum, verified by public works staff familiar with the local street and road maintenance operations in your jurisdiction.

The Local Streets and Roads Committee, a committee of public works officials from around the region that advises MTC on transportation policy, has played a key role in ensuring that the interests of local streets and roads are represented in the transportation policy making arenas. Prior to each survey effort, The LS&R Committee assists MTC staff to help improve the survey. The goal is to streamline the survey while ensuring that it will yield the information the region needs to prepare accurate estimates of need, revenue, and funding shortfalls for local streets and roads.

We request your assistance in filling out the survey to the best of your ability and **returning it to your county's Congestion Management Agency (CMA) by December 31, 2006**. To assist you with this effort, MTC plans to hold a workshop on November 13th, during its User Week program, in order to provide additional instruction and answer questions in regard to completing the survey. MTC staff will also be available to assist with countywide or CMA directed workshops if requested. Please visit MTC's Pavement Management website at www.mtcpms.org and click on "Events" for more information on the workshop.

This information is vital to ensuring that policy and decision makers at both the regional and local levels, are aware of the challenges facing cities and counties in caring for their local street and road networks. Should you have any questions or would like to provide feedback on the survey itself, please feel free to contact me directly.

Thank you in advance for your participation.

Sincerely,

Theresa Romell
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, Ca. 94607
(510) 817-5772
tromell@mtc.ca.gov

PART 1 – Jurisdiction Information

(This portion of the survey will provide MTC with contact information for follow-up purposes, information regarding the status of your jurisdiction's pavement management database, and confirmation that the final survey submittal has been reviewed and approved by the appropriate public works official or department head)

When opening the Excel file containing the 2006 Local Streets and Roads Survey, make sure to select "Enable Macros" when prompted. To begin, please select your jurisdiction's name and county in the two drop-down boxes next to Item 1. Doing so will allow jurisdiction specific information on unit costs and revenues to populate some of the cells in the survey to provide you with reference information.

Contact Information:

The contact information listed on the survey should belong to the person who has taken on the primary role in completing the survey. MTC staff may need to contact this person if a question arises regarding the survey responses or the information contained in your jurisdiction's pavement management system database. The person whom contact information is listed for should be familiar with both.

Pavement Management System Database Information:

Due to the large number of jurisdictions in our region, and the frequency in which street and road networks are inspected, maintenance work is completed, and pavement management databases are updated, we are often unsure as to whether or not the copy of each jurisdiction's database that we have on hand at MTC is the most up-to-date available. We typically receive updates on a two-to-three year cycle; however, we want to use the most recent data available for projecting pavement maintenance needs.

In Item 3 we ask you to provide us with the status of your database. To complete Items 3a and 3b, open your pavement management system and check the "Status" of your database as listed under the "Help" menu. We will compare your information with the database we have on hand for your jurisdiction and notify you if we do not have your latest database. For the sake of accuracy, local street and road networks that have not had a significant inspection since January 2005 will be considered "out-of-date". For Item 3c, you can run the "Maintenance & Rehabilitation History" report from your pavement management system and review the dates of the latest maintenance activity records. However, we want to ensure that the information contained in the database is complete and represents all of the maintenance work that has been completed, particularly within the last two years. MTC staff may be extracting information on maintenance work completed in order to determine your jurisdiction's eligibility for performance based funding. In Item 4, we ask you to confirm whether or not the maintenance activity contained in your database is accurate and complete.

If either the inspection data or maintenance activity information is out-of-date or incomplete an automatic message will alert you to the fact that you should submit an updated copy of your database along with your survey. If you have any difficulty in providing an updated database, or if you wish to inform us of other information regarding your jurisdiction's data, please use the space provided in Item 5 to do so.

Review and Approval:

At the bottom of Part 1, we ask that your jurisdiction's Public Works Director, Deputy Director, or responsible department head acknowledge that he/she has reviewed and approved the information being submitted on Parts 1 – 4 of the survey by checking the box labeled "Approved". Please note that the "contact information" section should list the name of the person responsible for completing the survey, and the "approval" section should list the name of the appropriate department head concurring with the information provided. These may or may not be the same person.

PART 2 – Pavement Unit Treatment Costs

(This portion of the survey will provide key information used in MTC's pavement management software model (along with pavement condition and maintenance information) to determine each jurisdiction's 25-year pavement repair "Need").

Part 2 of the survey requests information regarding the unit costs of maintenance treatments for pavements within various PCI ranges. While jurisdictions may vary on the actual maintenance treatments and strategies that are employed, it is important to have a consistent maintenance treatment strategy across jurisdictions for the purpose of projecting the pavement maintenance "Need" in the region. That strategy should be based as much as possible on "best practices" for pavement maintenance.

Below is the standard or "model" maintenance strategy that will be used to determine the pavement maintenance need in the region. This maintenance strategy is based on a combination of common treatments applied throughout the region and the model treatment decision tree that is included in the MTC Pavement Management System (a.k.a., Streetsaver®):

Preventative Maintenance – PCI > 70

Crack Sealing

Slurry Seal

Chip/Cape Seal

Light Rehabilitation PCI < 70 > 50 (Non-Load) –Thin Overlay

Rehabilitation – PCI < 70 > 50 (Load) –Thick Overlay

Heavy Rehab – PCI < 50 > 25 – Reconstruct Surface

Reconstruction – PCI < 25 – Reconstruct Structure (Surface & Sub-Layers)

Please fill out the two tables requesting unit treatment cost information for arterial / collector roadways and residential, or local roadways. A sample table is provided on the next page for your reference.

- The first column of the table provides sample treatments typically used for the various pavement condition categories, as described above. Please input the unit maintenance cost that your jurisdiction expends for either the same or a comparable maintenance treatment as is listed in each row. If your jurisdiction does not use the same or any comparable treatment, please write "N/A" in the column labeled "Comparable Treatment Used" and do not provide a cost. Please keep in mind that since we will be constructing county average treatment costs to be used in determining the pavement maintenance "Need" for each jurisdiction, the more jurisdictions that provide cost information for each of the sample treatments, the more accurate the projection of pavement maintenance "Need" will be.
- The table separates the unit costs into several categories—construction, prep work, administration, and design costs. Depending on your jurisdiction, all applicable maintenance costs may be incorporated into the construction costs, or they may be separated for accounting purposes. The total unit treatment costs should contain, and are limited to, the following items:
 - Material cost
 - Pavement striping costs
 - Replacement of loop detectors
 - Necessary incidental repairs required by the roadway improvement (such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
 - Adjustment of sanitary, utility and storm drain manholes/survey monuments/storm water inlets
 - Construction traffic control at project site

- Dust control measures
- Erosion control measures
- Repairs to shoulders
- Mobilization costs
- Curb Ramps (if part of a paving project)
- Staff costs
- Construction labor cost
- Construction engineering/management costs (up to 14% of construction cost)
- Project design costs
- Procurement and advertising costs
- Rental equipment costs related to the project

Pavement treatment unit costs should not include work on sidewalks, traffic signals, slide repairs, and other items not listed above, which fall under "non-pavement" work. These costs will be addressed in the next section.

- Depending on how your jurisdiction operates, the above costs could fall into one or several of the unit cost categories listed on the table. If one of the table categories does not apply to your jurisdiction, please indicate the column that the cost is included in. For example, if your jurisdiction includes the cost for prep work in construction costs, simply write "included in A" in column B. The "Total Unit Cost" column should represent the sum of the various cost categories and should include all of the cost elements above, as they apply.
- Please use the most recent cost information possible. It is preferable that you do not examine information more than two or three years old in computing the unit treatment costs.
- The table also includes "county average" and "regional" costs for your use as a reference. The costs listed there represent average costs that were calculated based on the survey responses received during the survey effort conducted in 2004. **They are not meant as a benchmark and may be completely different than your jurisdiction's individual actual costs.** They are simply listed as a guide for jurisdictions. Please utilize your jurisdiction's specific and most recent information to fill in the table.

SAMPLE:

							COUNTY:	
								REGION
Arterial / Collector		A +	B +	C +	D =	E		
Sample Treatment	Comparable Treatment Used ¹	Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost (A through D) ^{2,3}	2004 Survey County Avg. Total Cost ⁴	2004 Survey Regional Total Cost ⁵
Crack Sealing		\$ 0.65	Included in "A"	\$ 0.10	\$ 0.18	\$ 0.93	\$ 1.04	\$ 1.01
Slurry Seal		\$ 0.90	\$ 0.40	\$ 0.20	\$ 2.16	\$ 3.66	\$ 2.02	\$ 2.87
Chip Seal / Cape Seal		\$ 4.95	\$ 2.20	\$ 1.09	\$ 2.02	\$ 10.26	\$ 11.86	\$ 11.56
Thin Overlay (≥ 0.5", < 2.0")		\$ 6.12	\$ 2.72	\$ 1.36	\$ 2.47	\$ 12.67	\$ 14.17	\$ 20.20
Thick Overlay (≥ 2.0")	Rubberized Asphalt Overlay - 1"	\$ 8.80	\$ 3.73	\$ 1.85	\$ 3.39	\$ 17.77	\$ 19.48	\$ 22.97
Reconstruct Surface		\$ 14.30	\$ 6.36	\$ 3.17	\$ 5.77	\$ 29.60	\$ 34.08	\$ 36.28
Reconstruct Structure		\$ 39.38	\$ 17.53	\$ 8.75	\$ 15.87	\$ 81.53	\$ 94.59	\$ 87.57

PART 3 –Non-Pavement Asset Survey

(The purpose of this portion of the survey is to provide information that MTC will use to estimate the Non-Pavement “Need” that exists in each jurisdiction).

This portion of the survey deals with non-pavement assets and the costs that are associated with maintaining your jurisdiction’s local street and road network. Few jurisdictions have an asset management program in place that can inventory and monitor the condition and cost of maintaining the wide variety of non-pavement items. The non-pavement survey does not ask you to provide estimates as to what the need is for maintaining each of the non-pavement assets listed below are. Instead, MTC will use jurisdiction responses to the survey on non-pavement asset inventory, replacement values, and estimated life cycles in order to prepare an estimate of your jurisdiction’s non-pavement need.

The major categories of non-pavement items that are considered in MTC’s projections of local street and road “need” consist of the following:

- Storm Drainage
- Curb & Gutter
- Sidewalks (Publicly owned & maintained as a part of your LS&R network)
- Curb Ramps
- Traffic Signals
- Street Lights
- Sound Walls, Retaining walls
- Traffic Signs
- Jurisdiction Specific Asset(s)—other asset or expenditure that constitutes 3-10% of your jurisdiction’s total Non-Pavement asset costs (heavy equipment, guardrails, etc.)

Funding for the maintenance of the items listed above and on the survey should come from your jurisdiction’s Local Street & Road revenues; i.e., the funding should be accounted for in the figures reported in Part 4—“Local Street and Road Revenues”. Do not report on any of the items listed above if their maintenance is provided for with funding from sources that do not fall under your jurisdictions local streets and roads budget. Also, do not include any new construction costs or local bridge maintenance costs.

For each of the Non-Pavement assets listed on the survey, you will be asked to provide information on the level of accuracy of the information that you are providing by selecting the appropriate description in the drop-down menu box next to each item. The information you provide us on the accuracy level will help us in developing an estimation process for Non-Pavement Need. Please do your best to research and provide us with the most detailed and accurate data that you have available.

Possible sources of information that may assist you in this estimation include your jurisdiction’s GASB 34 reports, your accounting / finance department, your jurisdiction’s Capital Improvement Plan (CIP), and historical State Controller’s data on Local Streets and Roads expenditures.

PART 4—Local Street and Road Revenue

(The purpose of this portion of the survey is to gather data on the Local Street and Road revenues available for the pavement, non-pavement, and operations categories in order to estimate the 25-year shortfalls.)

The revenue portion of the Local Streets and Roads Survey is the most complicated, as well as the most critical for accurately projecting the local street and road shortfalls that will exist over the next 25 years. The following information is intended to assist you in completing the revenue survey. It is important that you fill out the information requested in the survey completely and accurately. The information that you provide could have a direct affect on your jurisdiction's future allocations of regional funding.

Overview:

In order to calculate the shortfall that exists between the local street and road NEEDS and the funds that are available in each jurisdiction to meet those needs, MTC is asking jurisdictions to provide information on the revenues available for street and road expenditures. This information will be used by MTC to estimate the region's local street and road shortfalls both for short-term funding cycles as well as MTC's 25-year Regional Transportation Plan. Accurate reporting of shortfalls is necessary to support arguments for better funding for maintenance of the existing street and road network at the local, regional and state levels. Currently, MTC uses shortfall projections to help guide programming of federal transportation funds (STP/CMAQ & STIP) for state highways, transit, and local street and road projects.

The survey itself includes three major sections. **Section One** is where you will provide historical and anticipated Local Street and Road budget information. This section is the most critical in that it will provide the base figure from which your jurisdiction's available revenue will be projected. **Section Two** is available for you to list any "one-time" revenue sources that have been or will be available for local streets and roads projects so that they are not taken into account when calculating your jurisdiction's average annual budget. In **Section Three** of the survey you are asked to specify the types of expenditures you have included as part of your local street and road "Operations" category. This information will help MTC analyze where local street and road revenue is being spent, if not on capital maintenance, and is important to help illustrate the total cost of maintaining the local street and road network.

LS&R Revenue Estimation Process:

Based on the information that you provide, MTC will calculate the average annual revenue that is available for your jurisdiction to meet the local street and road need in the categories outlined above. The budget data that you submit will be adjusted to their current dollar value and averaged over the years that you provide data for in order to determine your jurisdiction's average annual budget for local street and road maintenance. *(For reference purposes only, we have included a box on the survey showing what your jurisdiction's average annual revenue amounts for pavements, non-pavements, and total local street & road budget were in the last round of projections, as calculated based on responses to the 2004 LS&R Survey.)* We will deduct the amount that we assume your jurisdiction will be spending as local match to the federal HBRR program funds for local bridges from your annual average pavement maintenance budget. This local match estimate is derived by working with Caltrans and their Pontis Bridge Management System to determine the approximate level of HBRR funds your jurisdiction might be eligible for. A growth rate, determined by the funding types that comprise your jurisdiction's annual budget, will be applied for each year of the projection period. Federal funds are not included in the estimate of revenue since they are not a steady or reliable source of funding.

Each year's figures will be summed to determine the total budgets available for local street and road maintenance. All totals will be reported in current year (2006) dollar-values in order to be consistent with the reporting method used in MTC's regional transportation plans.

General Guidelines:

Revenue in Relation to Need:

In order to be accurate, it is critical that MTC's estimates of revenue for local street and road maintenance and rehabilitation correspond to the elements in the estimates of NEEDS.

Revenues that are used for expenditures outside of what will be included in the estimates of NEEDS should not be reported in the survey. Based on this criteria, if a portion of your gas tax funding typically goes towards new construction projects, you should deduct that portion from the revenue that you are reporting for pavement and non-pavement maintenance, since new construction costs are not accounted for in the calculation of pavement and non-pavement need.

For your convenience, we have provided a list of the elements that are included in the estimates of NEEDS. Please review them so that you will be able to accurately report those revenues that will be available to address them. Only those revenues that will be put towards the maintenance of the existing system should be included in the pavement and non-pavement budget categories. Expansion / improvement (such as a new sidewalk along on an existing roadway) of the existing system should not be included unless there is a legal requirement that the existing system be upgraded in some way (for example—ADA requirements).

Pavement:

The estimates for pavement NEEDS will rely on the information that jurisdictions provide on unit costs for different types of pavement repairs.

Below is a list of items that jurisdictions were instructed to include in their calculation of unit treatment costs:

- Material cost
- Pavement striping costs
- Replacement of loop detectors
- Necessary incidental repairs required by the roadway improvement (such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
- Adjustment of sanitary, utility and storm drain manholes/survey monuments/storm water inlets
- Construction traffic control at project site
- Dust control measures
- Erosion control measures
- Repairs to shoulders
- Mobilization costs
- Curb Ramps (if part of a paving project)
- Staff costs
- Construction labor cost
- Construction engineering/management costs (up to 14% of construction cost)
- Project design costs
- Procurement and advertising costs
- Rental equipment costs related to the project

In addition, if your jurisdiction provided local match funding for the HBRR program for local bridge maintenance, please include this amount in your pavement budget. We will deduct an

amount of funding that we assume your jurisdiction will be spending on local match, based on our estimates of total HBRR funding your jurisdiction is eligible to receive.

Non-Pavement:

Below is a list of the non-pavement categories that jurisdictions were asked to estimate the 25-year need for:

- Storm Drainage
- Curb & Gutter
- Sidewalks (Public)
- Curb Ramps
- Traffic Signals
- Street Lights
- Sound Walls, Retaining walls
- Traffic Signs
- Jurisdiction Specific Asset

Operations:

This category would consist of funds that are used for day-to-day operating expenditures including labor and routine maintenance. You were not asked to provide any information on your jurisdiction's NEED for this category; however, we are interested in the amount of local street and road revenue that goes to fund this type of expenditure. We would want to identify the amount of those "Operations" funds so that they are not included in the estimated revenues that will be applied against the pavement, non-pavement, and local bridge need, for determining the shortfalls.

Below are some examples of expenditure items that would fall into the "Operations" category. These examples were taken from past Local Street and Road Revenue Survey responses from Bay Area jurisdictions. You may have an item that you believe falls into this category but is not listed below. If so, we have asked that you describe that item in Section 3 of the survey.

Examples:

- Street sweeping
- Regulation of streets & sidewalks (use permits)
- Graffiti abatement
- Pot-hole patching
- Striping (Not related to re-paving)
- Emergency side-walk repairs
- Routine maintenance of traffic signals (light bulbs, etc...)
- Street Trees
- Landscape Medians
- Overhead – street crew salaries, administration costs (when not part of pavement unit costs)

We would also use this category as a "catchall" category for expenditure items that do not fall into either the pavement or non-pavement categories as discussed above, and are also not used for new construction expenditures.

New Construction / Other:

This category is where you would place funding available for the expansion or improvement of your existing system. It can also be used as a "catch-all" for expenditures that do not fit into any of the other expenditure categories. Examples of the types of expenditures that would fall into

this category are new roads, lane widening, new sidewalks, new traffic signals, etc...Also, “other” types of expenditures that may be paid for with LS&R funding such as shuttle services, transportation lobbyists, etc... Do not include local match for bridge projects in this category (see “Pavement” section above).

Types of Funding:

The survey will ask you to specify the revenues available by funding source as well. Typically, local street and road revenues come from four major sources—gas tax subventions, county sales tax measures for transportation (where applicable), Proposition 42 funding, and other local sources including general funds, street assessment levies, fines, PUC, traffic safety funds, etc... It is important to know the source of funding in order to estimate the rate at which those funds should be grown over the course of the projection period. You will be asked to estimate the portion of your annual budget that comes from these major funding sources, for each of the categories of local street and road maintenance.

Past Revenue Information:

You may want to reference the information that your jurisdiction submitted to the State Controller’s Office on local street and road revenues and expenditures. This data is available on a year-by-year basis and is separated into two parts—revenues and expenditures. MTC has used the State Controller’s information in the past to produce the local street and road shortfall projections but have discontinued this practice upon determining that it was not the most accurate source for the specific information we are looking for. If you would like to view your jurisdiction’s information, you can find the State Controller’s data at the following web address: www.sco.ca.gov/ard/local/locrep/streets. Other good sources for information include your jurisdiction’s CIP (Capital Improvement Plan) and/or accounting and finance departments.

Instructions by Survey Section:

Section One—Budget Information:

Please enter the amount of revenue that your jurisdiction has budgeted in total for local street and road purposes in the first row of the tables for each fiscal year. In the rows below, please segment the total local street and road revenue into the three categories of expenditure. The sum of the three categories should not exceed the total. The New Construction / Other category should include the budget amounts for those items that are not included in the Pavement, Non-pavement or Operations category. Please separate the budget amounts by revenue source: Gas Tax, Sales Tax, Proposition 42, and/or Other Local. Please do not add or subtract interest or inflation. Report past fiscal year figures in their actual dollar values, and current and future years’ data in 2006 dollar-values.

Information has been provided on the survey form for your reference in filling out Section One. The “Budget Reference” box lists what your jurisdiction’s average annual revenue amounts for pavements, non-pavements and total local street & road budget were in the last round of projections, as calculated based on responses to the 2004 LS&R Survey. The “Revenue Reference” box lists revenue estimates, prepared by MTC, for the same fiscal years that you are being asked to provide budget information on. While these estimated revenue amounts are for local street and road purposes, we do not know how it will be allocated among the various expenditure categories. Also, it is understandable that revenues received in a given year may not be budgeted for use in the same fiscal year; however, we would expect that over a five-year

period, budgeted expenditures would be roughly equivalent to available revenue. The box labeled “Revenue/Budget Reconciliation” will flash an automatic warning message if the five-year sums of the budget amounts for gas tax, sales tax, or Prop 42 revenue sources are 25% greater than or 25% less than the five-year sums of the revenue amounts in the “Revenue Estimate” box. If there is a valid reason why the revenue & budget amounts should not be roughly equivalent, please list the explanation in the “Revenue/Budget Reconciliation” box.

“Dos and Don’ts” for Reporting LS&R Budget Information:

In order to ensure that your city or county’s annual average budget for local streets and roads is correctly estimated, please refer to the following guidelines as to what should be reported and what should not.

- *Do* include revenues that are used for expenditures in the pavement, non-pavement and operations categories as outlined in this document.
- *Do* identify the source of the revenue as indicated.
- *Do* include revenues used for new construction/expansion projects in the “New Const./Other” category
- *Do* identify the year, expiration, and source of one-time revenues, i.e., bond measures, grants, loans, etc...in Section 2, provided for this purpose. *Do not include these funds in your budget information.*
- ***Do not include federal funds.***
- *Do not* add interest or inflation when determining future budget amounts, e.g., express in 2006 dollar-values.
- *Do not* add interest or inflation to past budget amounts, e.g., express in nominal dollar values (we will add inflation to bring the values up to 2006 dollar-values).
- *Do not* assume sales tax revenue past the year of “sunset”
- *Do not* remove local match amounts for bridge maintenance (MTC will do this for you).

Section Two—One-Time Revenue Sources:

The information you provide in this section will be used for informational purposes only and will not be factored in to your jurisdiction’s estimate of available revenue for LS&R maintenance. Please list any “one-time” revenue sources that have been made available to your jurisdiction in past years or will be made available in the future. You may include federal funds in this section if they represent a significant part of your annual LS&R funding (>5%) between FY 2005 and FY 2009. A sample has been provided in the survey table in italics. *Please separate the revenue amounts by “purpose”. For example, if \$4 million of a \$5 million bond was used for pavement rehabilitation, and \$1 million from the same bond was used for a new construction project, please indicate the amounts that went for each purpose separately.*

Section Three—Description of Expenditures in “New Construction/Other” Category:

Please provide us with information on the types of expenditures that you have included in the “New Const./Other” category. This information will provide us with a better picture of where revenue for Local Streets and Roads (particularly sales tax measure funding) is applied, if not to the maintenance of the streets and roads. The items listed in italics in the survey table are there for example purposes only.

Thank you for taking the time to complete your Local Street and Road survey! **Please submit your completed survey to your county Congestion Management Agency representative no later than December 31, 2006.**

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DATE: November 13, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Metropolitan Transportation Commission (MTC) Routine
Accommodation of Bicyclist and Pedestrians in the Bay Area

Background:

In June 2006, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 3765 to address routine accommodations for bicycles and pedestrians. Resolution No. 3765 includes policies to develop a checklist and a process to evaluate bicyclist and pedestrian needs and bike/ped access during the development of transportation related projects (see Attachment A). These policies are based on MTC's Routine Accommodations study developed in 2005 as a result of the MTC's Transportation 2030 Plan's "Call to Action" to make non-motorized travelers part of the overall planning process for projects funded by regional discretionary funds for transportation.

Discussion:

MTC recently created a small working group which consists of Congestion Management Agency (CMA) staff, bicycle/pedestrian advocacy groups, and their planning consultant to develop the Routine Accommodations project checklist. The checklist is intended to be a relatively easy format to complete and limited to two pages. Upon completion, the checklist would be required for all projects that will be included in the Transportation Improvement Program (TIP) by early 2007. Project information from the Routine Accommodation checklist is expected to be made available by MTC, Caltrans, and the CMA's (e.g. the Solano Transportation Authority) for public review and comment at the earliest stages of project development.

Attachment B is the earliest version of the draft checklist. A revised draft checklist is expected to be distributed to MTC's various committees including the Local Streets and Roads Committee during December 2006 with a tentative completion date of February 2007. MTC's Routine Accommodation working group is also expected to continue working on the specifics of the process. STA staff is participating on the working group and will keep the STA Technical Advisory Committee and SolanoLinks Consortium informed as new information is available.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC Resolution 3765
- B. Draft Routine Accommodations Checklist

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ATTACHMENT A
Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

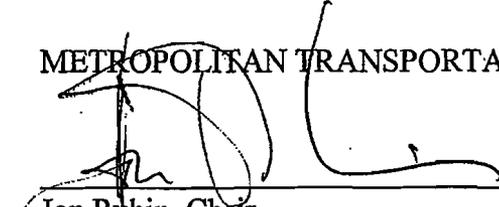
WHEREAS, MTC adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area*, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765
Page 1 of 2

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.



DRAFT Routine Accommodation Checklist
November 1, 2006

Preamble: In accordance with MTC Resolution 2765, MTC's Routine Accommodation checklist is designed to ask project sponsors, designers and CMAs applying for regional transportation funds, "Did you consider the needs of bicyclists and pedestrians in the process of planning and designing this project?"

First, determine in which of the following four categories your project belongs:

- I. Projects on corridors on which bicycle and/or pedestrian facilities have been planned, and which include planned bicycle and/or pedestrian facilities.
- II. Projects on corridors on which bicycle and/or pedestrian facilities have been planned, but which do NOT include *planned* bicycle and/or pedestrian facilities.
- III. Projects on corridors on which bicycle and/or pedestrian facilities have NOT been planned.
- IV. Projects on corridors on which bicycle and/or pedestrian facilities have NOT been planned, but which are subject to *policies* that call for accommodating pedestrians and bicyclists.

Second, respond to all questions in the applicable section. For each, please refer to companion guidance for explanation and examples.

Finally, submit this checklist to AGENCY.



- I. Projects on corridors on which bicycle and/or pedestrian facilities have been planned, and which include planned bicycle and/or pedestrian facilities.**
 - A. Which plan(s) identify the proposed bicycle and/or pedestrian facility?
 - B. What bicycle and pedestrian facilities and amenities are included in project design?
 - C. Does the bicycle and/or pedestrian facility design conform to applicable design standards?

- II. Projects on corridors on which bicycle and/or pedestrian facilities have been planned, but which do not include planned bicycle and/or pedestrian facilities.**
 - A. Why aren't the planned bicycle and/or pedestrian facilities included in the project?
 - 1. Cost (What is cost of bicycle and/or pedestrian facility and proportion of total project cost?)
 - 2. Right-of-way (Did an analysis lead to this conclusion?)
 - 3. Other (Please explain.)
 - B. Will conditions for bicyclists and/or pedestrians worsen as a result of this project? Please describe existing conditions in your response.
 - C. Have you analyzed SWITRS collision data?
 - D. Has the decision not to implement a portion of an adopted plan been reviewed by the applicable Bicycle/Pedestrian Advisory Committee and policy-making body that originally adopted the applicable plan?
 - E. Are there plans to amend the applicable planning document?

- III. Projects on corridors on which bicycle and/or pedestrian facilities have not been planned.**
 - A. Please list applicable plans that you have consulted.
 - B. Does your agency have a bicycle and/or pedestrian master plan? <If yes, stop here.>
 - C. What consideration was made for bicycles and pedestrians? If none, then why not?
 - D. Bicycle-related considerations
 - 1. Are there existing bicycle facilities in the corridor or crossing the corridor?
 - 2. Are there bicycle trip generators within __ miles?
 - 3. Would a bicycle facility connect to planned or existing bicycle facilities or to a transit station?
 - 4. Is there a parallel bicycle facility within 1/8 mile or two city blocks?
 - 5. Have you analyzed SWITRS collision data?
 - 6. Will the project result in a degradation of conditions for bicyclists?
 - 7. Are there barriers to bicyclists that this project could eliminate?
 - E. Pedestrian-related considerations
 - 1. Are there existing pedestrian facilities?
 - 2. Are there pedestrian trip generators within one-half mile?
 - 3. a) Are there sidewalks on both sides of roadway?
b) Are there adequate pedestrian crossing facilities?
 - 4. Have you analyzed SWITRS collision data?

5. Have you considered supporting facilities?
 6. Will the project result in a degradation of conditions for pedestrians?
 7. Are there barriers to pedestrians that this project could eliminate?
 8. Have you observed or been told of special pedestrian needs along project corridor?
- F Considerations for bicyclists and pedestrians
1. Has the applicable Bicycle/Pedestrian Advisory Committee reviewed the project proposal?
 2. Have there been public and/or stakeholder meetings at which this project has been discussed?

IV. Projects on corridors on which bicycle and/or pedestrian facilities have not been planned, but which are subject to policies that call for accommodating pedestrians and bicyclists.

- A. What consideration was made for bicycles and pedestrians? If none, then why not?
- B. Bicycle-related considerations
1. Are there existing bicycle facilities?
 2. Are there bicycle trip generators within __ miles?
 3. Would a bicycle facility connect to planned or existing bicycle facilities or to a transit station?
 4. Is there a parallel bicycle facility within 1/8 mile or two city blocks?
 5. Have you analyzed SWITRS collision data?
 6. Will project result in a degradation of conditions for bicyclists?
 7. Are there any barriers to bicyclists that this project could eliminate?
- C. Pedestrian-related considerations
1. Are there existing pedestrian facilities?
 2. Are there pedestrian trip generators within one-half mile?
 3. a) Sidewalks on both sides of roadway
b) Adequate pedestrian crossings
 4. Have you analyzed SWITRS collision data?
 5. Have you considered supporting facilities?
 6. Will project result in a degradation of conditions for pedestrians?
 7. Are there any barriers to pedestrians that this project could eliminate?
 8. Have you observed or been told of special pedestrian needs along project corridor?
- D. Why aren't the planned bicycle and/or pedestrian facilities included in the project?
1. Cost (What is cost of bicycle and/or pedestrian facility and proportion of total project cost?)
 2. Right-of-way (Did an analysis lead to this conclusion?)
 3. Other (Please explain.)

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DATE: November 13, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement

Background:

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

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

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

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

settle after several fare and service changes throughout the county are implemented while allowing time to compile the data early enough in the fiscal year so that there is time to use it in the development of a new intercity transit route cost-sharing methodology.

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

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

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

Discussion:

Requests for Proposals (RFPs) were released for each of these studies and consultants have been selected.

Quantum Market Research was retained and began the Countywide Transit Ridership Survey in October. Data collection was completed in mid-November. Data collection included an on-board survey and on/off counts. The project is on schedule and the project study report due in January 2007.

Robert Kuo Consulting was selected to conduct the Transit Finance Assessment Study. STA staff has had an initial kick-off meeting and the consultants are meeting with transit operators November 14. This project is on schedule and due for completion in January 2007.

Fiscal Impact:

These studies will be funded with the State Transit Assistance Funds (STAF). These two studies were included in the list of projects the STA Board approved in June 2006 and amended in September 2006 to be funded with FY 2006-07 Northern Counties STAF.

Recommendation:

Informational.



DATE: November 13, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fall 2006 Solano Express Marketing Campaign

Background/Discussion:

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

MIG designed a general concept, slogan, and updated SolanoExpress logo (see Attachment A). SolanoLinks was the first identity applied to Solano's countywide system of intercity services. Since its initial use in the mid-1990s, services have been matured and been streamlined. SolanoExpress represents these faster and more desirable levels of transit service.

Transit operators identified locations that they could offer as complimentary space to ensure the message was seen by existing riders. The type of space offered varied by operator: bus shelters, bus backs, bus sides, bus interiors. MIG designed, produced, and installed SolanoExpress artwork for these spaces.

In addition, the STA secured space in other mediums:

- freeway electronic billboards (Fairfield, Vacaville, Vallejo)
- print ads in local publications
- local radio

Other collateral, such as posters, were also created. With MIG handling the design, these items provided a consistent positive image, message and call to action.

Callers were directed to the STA's Solano Napa Commuter Information (SNCI) program's 800-53-KMUTE number for more specific information. The specifics of the service and fare changes were also provided by a new website created for this campaign: www.solanoexpress.com. (See Attachment B). For the first time, all Solano intercity route information was located in one place on the web. An electronic button was created for transit operators to place on their website. Handbills were created for distribution on the buses themselves (see Attachment C) and the countywide SolanoExpress transit brochure was updated and printed.

Passenger comment cards (Attachment D) were also created for the first time. These were distributed for all transit operators to use. They are self-addressed, postage-paid return to the STA. The STA shares returned cards with the transit operators. Valuable input, both positive and critical, has been received.

A transit incentive, funded by the STA, was offered on a countywide level for the first time. For intercity routes, if a passenger purchased an October monthly pass, a November monthly pass was available for free. STAF funds were approved to reimburse transit operators for the cost of the November monthly passes distributed at no cost.

Fiscal Impact:

SolanoExpress marketing campaign was funded by STAF funds.

Recommendations:

Informational.

Attachments:

- A. SolanoExpress image
- B. SolanoExpress website
- C. SolanoExpress handbills
- D. Passenger comment cards

STA Flyers 8.5"x11" @ 100%

Faster ride, Better service.

On **October 1** we're
changing some of our
intercity routes to
make your bus ride
faster and easier.

Find out more:

- Call **1-800-53-KMUTE**
- Visit **www.solanoexpress.com**
- Pick up a flyer on the bus



PARTICIPATING TRANSIT AGENCIES

- Benicia Breeze
- Delta Breeze
- Dixon Road Ride
- Fallfield/Suisun Transit
- Yacoville City Coach
- Yolo Transit
- Solano Transportation Authority

Faster ride, Better service.

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- Call **1-800-53-KMUTE**
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- Pick up a flyer on the bus



Solano
Express

7 PARTICIPANT TRANSIT AGENCIES

Benicia Breeze
Delta Grande
Dixon Road-Rise
Fairfield/Suisun Transit
Vacaville City Coach
Vallejo Transit
Solano Transportation Authority

Faster ride, Better service.

On **October 1** we're changing some of our intercity routes to make your bus ride faster and easier.

Find out more:

- Call **1-800-53-KMUTE**
- Visit **www.solanoexpress.com**
- Pick up a flyer on the bus



Solano **Express**

PARTICIPATING TRANSIT AGENCIES

Benicia Breeze
Delta Breeze
Dixon Road Ride
Fairfield/Suisun Transit
Vacaville City Coach
Villano Transit
Solano Transportation Authority

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Participating Transit Agencies and Affected Routes

Benicia Breeze

- Route 23
- Route 75

Dixon Redit-Ride

Fairfield/Suisun Transit

- Route 20
- Route 30
- Route 40
- Route 90

Rio Vista Delta Breeze

- Route 50 and 52

Vacaville City Coach

Vallejo Transit

- Route 80
- Route 85
- Route 90
- Route 91
- Route 92

Solano Transportation Authority

SolanoExpress Regional Map (pdf)

Comments or Questions?

Have a comment or question for us? Want to receive tailored rider alerts by email? [Click here](#) to send us an email and to sign up for rider alerts.

Route 20

Beginning October 1, 2006 Route 20 will be streamlined and get you between Vacaville and Fairfield. There will be just two stops in each city to conveniently transfer to local routes. In Fairfield, Rt. 20 the Solano Mall and the Fairfield Transportation Center (FTC). In Vacaville, Rt. 20 will stop at the D Park and Ride and the Ulatis Cultural Center.

New Schedule (10/01/06)				
Depart Solano Mall	Fairfield Transportation Center	Ulatis Cultural Center Transfer Point	Vacaville Park & Ride	Arrive Solano Mall
	6:42 am	7:00	7:06	7:22
7:30	7:42	8:00	8:06	8:22
8:30	8:42	187 9:00	9:06	9:22

front

back

Faster ride, Better service.

SUMMARY OF INTERCITY SERVICE/FARE CHANGES

• BENICIA BREEZE

- **Route 23** – Service remains the same. Fare change went into effect July 1.
- **Route 75** – Effective July 1, **STREAMLINED** service and fare changes.

• FAIRFIELD/SUISUN TRANSIT

- **Route 20** – **STREAMLINED** for faster service just 2 stops in Fairfield (Solano Mall & Fairfield Transportation Center) and 2 stops in Vacaville (Davis St. PNR & Ulatis Cultural Center). Fare change effective Oct. 1, 2006.
- **Route 30** – Service remains the same. Fare change effective Oct. 1, 2006.
- **Route 40** – **SERVICE EXTENDED** to Walnut Creek BART Oct. 1. **NEW STOP** at Benicia Industrial Park coming soon. Fare change effective Oct. 1, 2006.

• RIO VISTA DELTA BREEZE

- **Route 50 & 52** – No service or fare changes at this time.



PARTICIPATING TRANSIT AGENCIES

- | | |
|--------------------------|---------------------------------|
| Benicia Breeze | Vacaville City Coach |
| Dixon Readi-Ride | Vallejo Transit |
| Fairfield/Suisun Transit | Solano Transportation Authority |
| Rio Vista Delta Breeze | |

Faster ride, Better service.

SUMMARY OF INTERCITY SERVICE/FARE CHANGES

• VALLEJO TRANSIT

- **Route 80** – Service remains the same. Fare change effective Sept. 1.
- **Route 85** – Service remains the same. Fare change effective Sept. 1.
- **Route 90** – Fairfield/Suisun Transit will operate the service beginning Oct. 1. **FARE CHANGE** will go into effect at that time. Schedule to be slightly modified, **TRIPS ADDED**, and **NO STOPS** in Vallejo.
- **Route 91** – Trips will be absorbed into the Rt. 90. Passengers from Vacaville will be able to take Rt. 20 and 40 which will be timed to connect with Rt. 90 at the Fairfield Transportation Center. One fare instrument may be used on all FST routes including Rt. 20, 40, and 90.
- **Route 92** – Service between Fairfield and the Baylink Ferry Terminal will be maintained, but the service between Fairfield and Vacaville will be **DISCONTINUED** Oct. 1. Vacaville riders will be able to transfer to Rt. 92 via the Rt. 20 and 40. Fare change effective Sept. 1.

FOR MORE INFORMATION, GO TO
www.solanoexpress.com, or call
1-800-53-KMUTE



PARTICIPATING TRANSIT AGENCIES

- | | |
|--------------------------|---------------------------------|
| Benicia Breeze | Vacaville City Coach |
| Dixon Readi-Ride | Vallejo Transit |
| Fairfield/Suisun Transit | Solano Transportation Authority |
| Rio Vista Delta Breeze | |



Date _____ Time _____

Operator (circle one)

Benicia Breeze Dixon Read-Ride Fairfield/Suisun Transit Rio Vista Delta Breeze Vacaville City Coach Vallejo Transit

Route _____ I ride this bus (circle one) daily weekly occasionally

Tell us what you thought about this transit service today!

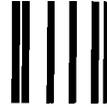
Is there anything we could improve upon?

What was exceptional about your transit trip today?

Name, address, phone and/or email (optional)



Would you like to be contacted (circle one)? yes no



NO POSTAGE
NECESSARY IF
MAILED IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 100 SUISUN, CA

POSTAGE WILL BE PAID BY ADDRESSEE

SolanoExpress
One Harbor Center, Suite 130
Suisun City, CA 94585-9899



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DATE: November 13, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Status

Background:

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and ADA paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by Board members at their 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). The Consortium and TAC reviewed the Scope of Work as well. In May, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP). Since that time, additional funds have been secured for the Transit Consolidation Study.

Discussion:

The Transit Consolidation study was not initiated in FY 2005-06 for a variety of reasons. One of the reasons was the time and effort expended toward developing a countywide Intercity Transit Funding agreement. This resulted in a one-year agreement and a directive to conduct a countywide transit ridership survey and a countywide transit finance assessment study. These two studies are underway and are due to be completed in January 2007. In addition to providing valuable information for a multi-year Intercity Transit Funding agreement, these studies will also provide useful base data for the Transit Consolidation Study.

A Request for Proposal (RFP) was release in early November with proposals due Wednesday, December 20, 2006. A pre-proposal meeting is scheduled for Thursday, November 30th. A consultant is expected to be selected in early January with work to initiate in February 2007.

Fiscal Impact:

Funds are currently budgeted in the STA budget, and have been claimed, to conduct the Transit Consolidation study.

Recommendation:

Informational.

Attachment:

- A. STA Transit Consolidation Study – STA Board Goals and Criteria

SOLANO TRANSPORTATION AUTHORITY
TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

- All public transit services – local and inter-city fixed route services, local and inter-city paratransit transit , Dial-A-Ride

Potential Goals of Consolidation:

- To streamline transit service, simplifying and improving access to transit use for riders
- To achieve service efficiencies and economies
- To provide a central focus on transit service for the County
- To create a robust transit service to meet the growing transit needs of the County

Potential Criteria for Evaluating Consolidation Options:

- Cost effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance -- Accountability to the public and the community
- Streamline decision-making
- Ridership and productivity impacts
- Service coordination
- Recognize local community needs and priorities
- Protect local transit service as requested by local jurisdiction
- Flexibility to meet local changing needs
- Capacity to deliver new service while maintaining existing service
- Ability to leverage additional funding
- Implementation needs/requirements (e.g., legal, financial)

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DATE: November 13, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Public Hearing for FY 2007-08

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

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

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

Discussion:

The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. This year the Unmet Transit Needs public hearing for FY 2007-08

will be Monday, December 11th at 6:00 pm. It will be held at the Solano County Administration Center (CSAC) in the Boardroom. STA staff is working with MTC and local transit operators to outreach to the public. MTC has produced a flyer (attached) announcing the public hearing that is being provided to transit operators to post on their buses and other locations. Transit operators are encouraged to attend. Following the public hearing and public comment period, MTC will summarize the key issues of concern and forward them to the STA to coordinate a response. STA staff will work with the affected transit operators to coordinate Solano County's coordinated response.

Currently three local jurisdictions use TDA funds for streets and roads purposes: Cities of Suisun City and Vacaville and the County of Solano. Suisun City has a TDA phase out plan with just two years remaining. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the three local jurisdictions that currently do so. It will have not any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

Informational.

Attachment:

- A. Unmet Transit Needs Flyer



Attention Transit Riders

We Want To Hear From You!

You're Invited to a Public Hearing on Solano County Transit Needs

Monday, December 11, 2006, 6 p.m.

**Solano County Administration Center – Board Chambers
675 Texas Street, Fairfield, CA**

The Metropolitan Transportation Commission (MTC) wants to hear your transit needs — both local and commuter services — in Solano County. We invite you to comment on any “unmet” transit needs in Solano County as well as offer support for services you currently use.

Unable to attend? Submit your written comments no later than 4 p.m. on Friday, December 15, 2006. (You may use the form on the back of this flyer.) Mail to MTC Public Information, 101 Eighth Street, Oakland, CA 94607; FAX to 510.817.5848; or send your comments via e-mail to info@mtc.ca.gov.

Public Transit is available to the hearing. For information, call Solano Napa Commuter Information at **1.800.53KMUTE (535.6883)**. Specialized transportation will be provided with advance reservations. Vallejo and Benicia residents, please call Run About at **707.649.1999**. All other county residents call Solano Paratransit at 707.429.2400. *See reverse for driving directions.*

For more information regarding the hearing, call MTC Public Information at:
510.817.5757
(TDD 510.817.5769)



MTC is the transportation planning and financing agency for the nine-county San Francisco Bay Area

Driving Directions to Solano County Administration Center (SCAC), Board Chambers - 675 Texas St. Fairfield, CA

The Solano County Administration Center (SCAC) is located in downtown Fairfield on Texas Street. The Board Chambers are located on the First Floor just off the main lobby which can be reached from Texas St. or Union St. entries or the adjacent parking structure between Union and Jefferson south of the building. Free public parking is located on many of the adjacent streets as well as on the second level or above in the parking structure.

Driving Directions from I-80

From the WEST

(Vallejo/Benicia/Bay Area)

- Take I-80 East to Hwy 12/East.
- Take Hwy 12 East to Pennsylvania St.
- Exit (approx. 2.5 miles). Pennsylvania to W. Texas St.
- Turn Right on W. Texas St.
- The SCAC is 6 blocks down on the right between Jefferson and Union Streets.

From the EAST

(Vacaville/Dixon/Sacramento)

- Take I-80 West to Travis Blvd.
- Turn left from the off-ramp to Travis Blvd.
- Take Travis Blvd to Pennsylvania St. (approx. 1 mile). Pennsylvania to W. Texas.
- Turn Left at W. Texas
- The SCAC is 6 blocks down on the right between Jefferson and Union streets.

Driving Directions from Rio Vista/Hwy 12

- From Rio Vista, take Hwy 12 to Jackson St exit.
- Take Jackson Street 5 blocks to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 2 blocks down on the right between Jefferson and Union streets.

Yes, I'd like to comment on transit services in Solano County and offer ideas for improved service.

(Please note specific transit service, when appropriate.)

Name.....

Address.....

City..... State..... Zip.....

E-Mail Address.....

Comments *(please be specific regarding transit services):*

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You can e-mail your comments to info@mtc.ca.gov; mail this form to: MTC Public Information,
101-8th Street, Oakland, CA 94607 or fax it to 510.817.5848 no later than 4 p.m. Dec. 15, 2006.



DATE: November 14, 2006
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) Update

Background:

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

The SR2S outreach process is split into three major phases:

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

Discussion:

As part of the adopted STA Safe Routes to School (SR2S) Program goals, SR2S Program updates will be given to the STA Board on a quarterly basis. Attached for your review is an "STA Safe Routes to School (SR2S) Program Status Report", which contains a countywide summary and the status of each community involved in the program.

Future SR2S Program Status Reports will be reviewed by the SR2S Steering Committee, who will receive updates from active Community Task Force representatives, before being forwarded to the STA Board and other advisory committees. The next SR2S Steering Committee meeting is tentatively scheduled for December 12, 2006.

Recommendation:

Informational.

Attachment:

- A. STA Safe Routes to School (SR2S) Program Status Report, 11-14-2006

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STA Safe Routes to School (SR2S) Program Status Report Summary

11-14-2006

Phase 1 – Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards - Complete

Phase 2 – Public Input Process - Underway

Community Task Forces	Status
Benicia	First walking audit, November 28, 2006
Dixon	School Board & Public Safety Appointments VACANT
Fairfield	City, Fairfield/Suisun USD, and Public Safety Appointments are VACANT
Rio Vista	City and School Board Appointments are VACANT
Suisun City	City, Fairfield/Suisun USD, and Public Safety Appointments are VACANT
Vacaville	Public Safety Representative is VACANT
Vallejo	Second community to complete task force. First meeting will be scheduled soon.
County of Solano	North and South County representatives are both VACANT.

Community Task Force meetings will be scheduled once all task force member positions are filled. Follow up letters will be sent to agencies after the release of this report.

Phase 3 – STA Countywide SR2S Study Development – to be determined

This will begin once all of the local SR2S plans have been adopted by the city councils and school boards.

Background:

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

The SR2S outreach process is split into three major phases:

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

STA SR2S Countywide Steering Committee

STA Safe Routes to School (SR2S) Program - Status Report

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

STA's Countywide SR2S Steering Committee		
Position	Name	Title
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Eva Laevastu	PAC Representative
Solano County Office of Education	Dee Alarcon	County Superintendent of Schools
School District Superintendent	John Aycock	Vacaville USD Superintendent
Public Safety Rep	Bill Bowen	Rio Vista Chief of Police
Public Safety Rep	Ken Davena	Benicia Police Department Captain
Air Quality Rep	Jim Antone	Yolo-Solano Air District Rep
Public Health Rep	Robin Cox	Solano County Public Health Rep

Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly beginning in May 2006 to establish the SR2S Study Process.

- May 30, 2006
 - Introductory Materials, Layout Workplan
 - Discussed Goals, Policies, and Measurable Objectives for the SR2S Program
- June 13, 2006
 - Recommended Goals, Policies, and Measurable Objectives
 - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
 - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
 - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
 - Made final recommendations for Discussion Materials

Phase 2 – Community Task Forces – IN PROGRESS

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for December 12, 2006.

Benicia

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
 - Benicia USD, August 24, 2006

Phase 2 – Community Task Forces – IN PROGRESS

First Community Task Force underway!

Community Task Force Responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee.

Meeting/Event	Dates
Local SR2S Process Discussion	September 14, 2006 City Council/School Board Liaison Committee
First Community Task Force Meeting • Introductions, SR2S Process Overview	October 19, 2006 Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	November 28, 2006 Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	December 2006 – January 2006
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	<ul style="list-style-type: none"> • STA develops draft SR2S plan Jan 2006 • Initial Review by Liaison Committee, Feb 2006 • TPBS reviews all comments, Feb 2007
Third Community Task Force Meeting • Present Final SR2S Plan	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan, Feb – March 2007 • TPBS reviews Final Draft Plan, April 2007 • STA + City staff revises Final Plan, April – May 2007
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • Liaison Committee Approves Plan, June 2007 • City Council Adoption, TBD • School Board Adoption, TBD

Dixon

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Dixon's SR2S Community Task Force - INCOMPLETE

Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	VACANT	(possibly Tony Welch, PD)
School Board Appt.	VACANT	(possibly Robert Salinas, Superintendent)
STA TAC Rep	Royce Cunningham	Public Works Director
STA BAC Rep	James Fisk	Dixon Resident
STA PAC Rep	Michael Smith	Council Member

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	TBD
School Based Training Audit	TBD
Independent School Based Audits Conducted	TBD
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • STA develops Draft SR2S plan • Initial review
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan • Review Final Draft Plan • STA + City staff revises Final Plan
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, TBD • School Board Adoption, TBD

Fairfield

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
 - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Fairfield's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	VACANT	(possibly Fred Wold, PD)
Fairfield/Suisun Rep	VACANT	(possibly Rob Buoncristiani)
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

Fairfield and Suisun City agencies could choose to designate these bodies as their Community Taskforces just as the City of Benicia and the Benicia USD have done.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	TBD
School Based Training Audit	TBD
Independent School Based Audits Conducted	TBD
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • STA develops Draft SR2S plan • Initial review
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan • Review Final Draft Plan • STA + City staff revises Final Plan
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • Fairfield City Council Adoption, TBD • Fairfield Suisun USD, TBD • Travis USD, TBD

Rio Vista

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Rio Vista's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	Bill Bowen	Police Chief
River Delta USD Rep	VACANT	
STA TAC Rep	Brent Salmi	Public Works Director
STA BAC Rep	Larry Mork	Rio Vista Resident
STA PAC Rep		

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	TBD
School Based Training Audit	TBD
Independent School Based Audits Conducted	TBD
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • STA develops Draft SR2S plan • Initial review
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan • Review Final Draft Plan • STA + City staff revises Final Plan
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, TBD • School District, TBD

Suisun City

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Fairfield's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	VACANT	(possibly Bob Smarto, PD)
Fairfield/Suisun Rep	VACANT	(possibly Rob Buoncristiani)
STA TAC Rep	John Duane	Interim Public Works Director
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

Task force meetings will be scheduled once all committee appointments are made. Suisun City may wish to adopt the same Fairfield/Suisun USD representative that Fairfield's agencies will work with.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	TBD
School Based Training Audit	TBD
Independent School Based Audits Conducted	TBD
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • STA develops Draft SR2S plan • Initial review
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan • Review Final Draft Plan • STA + City staff revises Final Plan
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, TBD • Fairfield Suisun USD, TBD

Vacaville

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Dixon's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	VACANT	(possibly Grant Tokiwa, Fire Dept)
School Board Appt.	Larry Mazzuca	USD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	TBD
School Based Training Audit	TBD
Independent School Based Audits Conducted	TBD
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • STA develops Draft SR2S plan • Initial review
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan • Review Final Draft Plan • STA + City staff revises Final Plan
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, TBD • School Board Adoption, TBD

Vallejo

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Dixon's SR2S Community Task Force – Completed second!		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Vallejo is next in line to begin the SR2S process. After the STA's first training audit in Benicia is complete and the SR2S Steering Committee reviews Benicia's progress, the STA will schedule Vallejo's first Community Task Force meeting, possibly in mid-January 2007.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	TBD
School Based Training Audit	TBD
Independent School Based Audits Conducted	TBD
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • STA develops Draft SR2S plan • Initial review
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • STA + City staff develop final draft SR2S Plan • Review Final Draft Plan • STA + City staff revises Final Plan
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, TBD • School Board Adoption, TBD

County of Solano

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College
- Board of Supervisors Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

County of Solano Community Task Force Representatives		
Position	Name	Title
Solano Community College	Maize Brewington	Vice President of Administrative and Business Services
North County Rep	VACANT	
South County Rep	VACANT	

County of Solano representatives will serve on several Community Task Forces representing schools and residents not located within public school districts or within city boundaries. The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. However, the committee did not make any recommendations regarding how this would be best handled.

STA Staff will work with the County of Solano representatives to discuss how to best address private institution SR2S needs, once representatives are appointed by the County Board of Supervisors.

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8
Dixon	Neighborhood Christian School	169	PK-8
Fairfield	Calvary Baptist School	n/a	-
Fairfield	Children's World Learning Center	24	PK-K
Fairfield	Community United Methodist Kingdom	27	PK-K
Fairfield	Fairfield Montessori	12	KG-KG
Fairfield	Harvest Valley School	79	K-12
Fairfield	Holy Spirit School	357	K-8
Fairfield	Kinder Care Learning Center	19	PK-K
Fairfield	Lighthouse Christian School	64	PK-4
Fairfield	Solano Christian Academy	236	PK-8
Fairfield	St Timothy Orthodox Academy	3	10-11
Fairfield	Trinity Lutheran School	75	K-5
Fairfield	We R Family Christian School	16	PK-3

Suisun City	Children's World Learning Center	7	KG-KG
Suisun City	Our Christian Scholastic Academy	5	K-8
Suisun City	St Martin's Inc.	8	5-7
Vacaville	Bethany Lutheran Ps & Day School	151	K-6
Vacaville	Notre Dame School	338	K-8
Vacaville	Royal Oaks Academy	41	PK-6
Vacaville	Vacaville Adventist	34	K-8
Vacaville	Vacaville Christian Schools	1248	PK-12
Vallejo	Hilltop Christian School	167	PK-8
Vallejo	La Petice Academy	9	PK-K
Vallejo	New Horizons	5	PK-K
Vallejo	North Hills Christian Schools	541	K-12
Vallejo	Reignierd School	84	K-12
Vallejo	St Basil Elementary School	354	PK-8
Vallejo	St Catherine Of Siena School	327	K-8
Vallejo	St Patrick – St. Vincent High School	644	9-12
Vallejo	St Vincent Ferrer School	350	K-8

Further information regarding these schools can be found here:

Private Elementary Schools,

[http://www.privateschoolreview.com/county middle schools/stateid/CA/county/6095](http://www.privateschoolreview.com/county_middle_schools/stateid/CA/county/6095)

Private High Schools

[http://www.privateschoolreview.com/county high schools/stateid/CA/county/6095](http://www.privateschoolreview.com/county_high_schools/stateid/CA/county/6095)

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DATE: November 15, 2006
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

Several of these items will be discussed at the Metropolitan Transportation Commission's (MTC's) Project Delivery Working Group (PDWG) on November 20, 2007. Supplemental reports will be made available at the TAC meeting regarding project delivery issues discussed at the meeting

There is one project delivery reminders for the TAC:

1. Final Federal Obligation Plan FFY 2006-07 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds
- **Send E-76 Request to Caltrans by March 1, 2007**
- **Receive E-76 by May 31, 2007.**
2. Transportation Improvement Plan (TIP) Amendments Update and WebFMS transition (supplemental)
3. Other MTC PDWG meeting topics as warranted (supplemental)

Attached is a list of Solano County projects in MTC's final federal obligation plan. Project sponsors must request obligation of these funds by March 1, 2007. Project sponsors should be reminded that projects are subject to de-programming if they are not obligated by the regional May 31, 2007 deadline.

Recommendation:

Informational.

Attachment:

- A. Final Federal Obligation Plan FFY 2006-07 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds for Solano County projects.

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County	Agency	TIP Fund Code	TIP ID	Project Title	Phase	Total Program Amount	Fund Source	Obligation Remaining Balance	Notes
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Santa Clara	Milpitas	STP-T3-3-SF-LSR	SCL050030	Milpitas - S. Park Victoria Drive Rehabilitation (CON)	CON	\$490,000	STP	490,000	
Santa Clara	Palo Alto	STP-T3-A-SF-LSR	SCL050071	Palo Alto - California Ave & Newell Rd Rehab (CON)	CON	557,000	STP	557,000	
Santa Clara	San Jose	STP-T3-2-SF-LSR	SCL050028	San Jose - Various Streets Rehabilitation (CON)	CON	4,188,000	STP	4,188,000	
Santa Clara	Santa Clara	STP-T3-2-SF-LSR	SCL050023	Santa Clara - Lick Mill Blvd Rehabilitation (CON)	CON	656,000	STP	656,000	
Santa Clara	Santa Clara Co	STP-T3-3-SF-LSR	SCL050025	Santa Clara Co - Montague Expwy Rehab Phase I & II (CON)	CON	237,000	STP	237,000	
Santa Clara	Santa Clara Co	CMAQ-T3-1-AQ	SCL070009	Almaden Expressway Bike/Ped Improvement (PSE)	PSE	100,000	CMAQ	100,000	
Santa Clara	Santa Clara Co	CMAQ-T3-1-AQ	SCL070009	Almaden Expressway Bike/Ped Improvement (CON)	CON	\$1,290,000	CMAQ	1,290,000	
Santa Clara	Saratoga	STP-T3-3-SF-LSR	SCL050024	Saratoga - Various Streets Rehabilitation (CON)	CON	367,000	STP	367,000	
Santa Clara	Sunnyvale	STP-T3-2-SF-LSR	SCL050027	Sunnyvale - Various Streets Rehabilitation (CON)	CON	1,001,000	STP	1,001,000	
Santa Clara	VTA	STP-T3-2-BF	SCL010040	SR-152/SR-156 Interchange Improvements (CON)	CON	7,700,000	STP	7,700,000	
Santa Clara	VTA	STP-T3-3-PL-CMA	SCL978008	SCVTA - CMA Planning Activities (ENV)	ENV	135,000	STP	135,000	
Santa Clara	Benicia	STP-T3-2-SF-LSR	SOL050014	Benicia - Columbus Parkway Rehabilitation (CON)	CON	75,000	STP	75,000	
Solano	Dixon	STP-T3-3-SF-LSR	SOL050051	Dixon - North Fourth St and East "A" St Rehab (CON)	CON	130,000	STP	130,000	
Solano	Fairfield	STP-T3-3-SF-LSR	SOL010023	Fairfield - Hillborn Road Rehabilitation (CON)	CON	535,000	STP	535,000	
Solano	Fairfield	CMAQ-T3-2-RB	SOL050033	Linear Park Trail (CON)	CON	330,000	CMAQ	330,000	
Solano	Solano Co TA	STP-T3-3-PL-CMA	SOL970033	STA - CMA Planning Activities (ENV)	ENV	135,000	STP	135,000	
Solano	Solano Co TA	CMAQ-T3-2-SOL	SOL991066	Eastern Solano / SNCI Rideshare Program (CON) [FY07]	CON	115,000	CMAQ	115,000	
Solano	Solano County	STP-T3-3-SF-LSR	SOL010024	Solano County - Various Streets Rehabilitation (CON)	CON	1,056,000	STP	1,056,000	
Solano	Solano County	CMAQ-T3-2-SOL	SOL050024	Vacaville-Dixon Bicycle Route (CON)	CON	500,000	CMAQ	500,000	
Solano	Suisun City	STP-T3-3-SF-LSR	SOL050053	Suisun City - Sunset Ave Rehabilitation (CON)	CON	203,000	STP	203,000	
Solano	Vacaville	CMAQ-T3-2-SOL	SOL050027	Centennial Bike Way (CON)	CON	520,000	CMAQ	520,000	
Solano	Vacaville	STP-T3-3-SF-LSR	SOL050054	Vacaville - Dobbins SVE Monte Vista Ave Rehab (CON)	CON	180,000	STP	180,000	
Solano	Vallejo	CMAQ-T3-2-TLC-R	SOL050023	Vallejo Station Pedestrian Links (CON)	CON	1,716,000	CMAQ	1,716,000	
Sonoma	City of Sonoma	STP-T3-3-SF-LSR	SON050029	Sonoma - Andrieux Street Rehabilitation (PE)	PE	15,000	STP	15,000	
Sonoma	Cloverdale	STP-T3-3-SF-LSR	SON050031	Cloverdale - Jefferson Street Reconstruction (CON)	CON	150,000	STP	150,000	
Sonoma	Cloverdale	STP-T3-2-SF-LSR	SON050031	Cloverdale - Jefferson Street Reconstruction (CON)	CON	200,000	STP	200,000	
Sonoma	Cotati	STP-T3-2-SF-LSR	SON050005	Cotati - West Sierra / East Cotati Ave Rehab (CON)	CON	470,000	STP	470,000	
Sonoma	Cotati	STP-T3-3-SF-LSR	SON050032	Cotati - Old Redwood Highway South Rehab (CON)	CON	150,000	STP	150,000	
Sonoma	Healdsburg	STP-T3-2-SF-LSR	SON050006	Healdsburg Avenue Rehabilitation (CON)	CON	240,000	STP	240,000	
Sonoma	Petaluma	STP-T3-3-SF-LSR	SON050030	Petaluma - East Washington and 6th Street Rehab (PE)	PE	239,000	STP	239,000	
Sonoma	Rohnert Park	STP-T3-2-SF-LSR	SON050009	Rohnert Park Expressway Rehabilitation (CON)	CON	900,000	STP	900,000	
Sonoma	Rohnert Park	STP-T3-3-SF-LSR	SON050034	Rohnert Park - Various Streets Rehabilitation (CON)	CON	632,000	STP	632,000	
Sonoma	Santa Rosa	STP-T3-2-SF-LSR	SON050004	Santa Rosa/Sebastopol - Various Streets Rehab (CON)	CON	\$848,000	STP	848,000	
Sonoma	Santa Rosa	CMAQ-T3-2-RB	SON050018	SMART Corridor Bike/Ped Trail: Phase 1 (CON)	CON	487,000	CMAQ	487,000	

Total: \$7,576,000

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